EMPLOYES' MAGAZINE

The Union Pacific Coal Company

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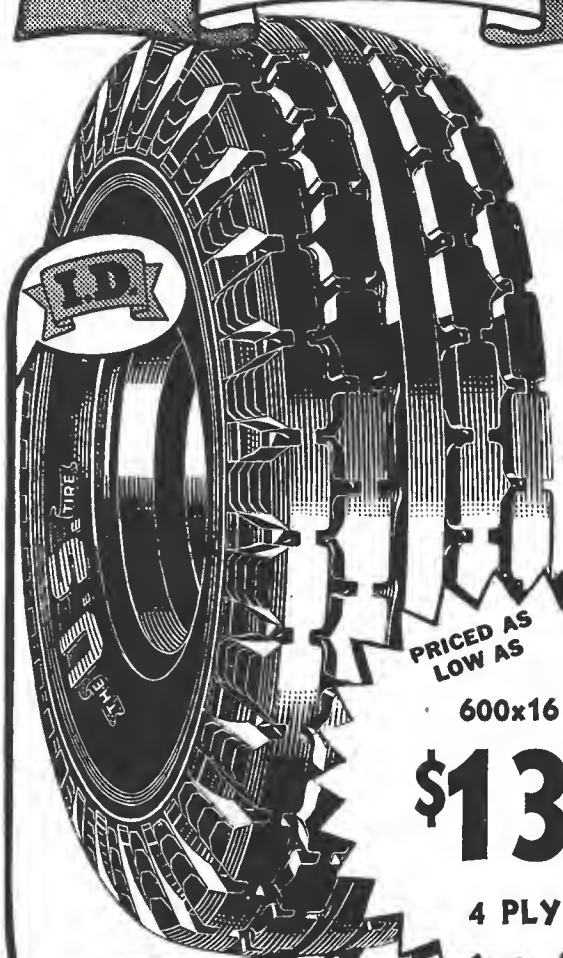

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EMPLOYES' MAGAZINE

THE UNION PACIFIC COAL COMPANY

VOLUME 15 APRIL, 1938 NUMBER 4

Commodore Matthew Calbraith Perry

REUBEN E. BAKENHUS

Rear Admiral, United States Navy, Retired

The article which follows was taken by "The Military Engineer" (January-February issue) from an address delivered by Admiral Bakenhus in St. Mark's Church in-the-Bouwerie, New York City, February 28, 1937, and is republished with the permission of "The Military Engineer."

With the whole civilized world deeply engrossed in the Sino-Japanese war, this story of the opening of Japan to the world is most arresting. We commend its careful perusal by all our readers.

THE treaty which Commodore Matthew Calbraith Perry negotiated in 1853-1854 with the representatives of the Japanese Government was primarily a treaty of peace and friendship. It may seem remarkable that a naval officer, and that too while actually in command of a powerful naval force, should have brought forth a treaty centered about peace. Yet those who take pains to know understand that the Navy is an instrument of peace and is used by its Government for the purpose of perpetuating peace or, if war should unfortunately come, to re-establish an honorable peace.

The period of Perry's life from 1794 to 1858 covered an era of change and development in his own country and in Europe accompanied by wars. He was a prominent participant in some of the important events. He was a native of the Narragansett Bay region of Rhode Island. His father, Christopher Raymond Perry, lived through stirring events of the Revolutionary War, first on land and then on the sea. He became a prisoner on the *Jersey*, one of the ill-famed prison ships which were kept moored near the swamp where the Brooklyn Navy Yard now stands. He escaped from prison and re-entered the service; after the war he became a merchant captain and an owner of merchant vessels.

HIS EARLY SERVICE

Matthew Perry became a midshipman in the Navy in 1809 at a tender age, and, in 1810, was assigned to the *U.S.S. President*, under Commodore Rodgers. He took part in the first engagement of the War of 1812, and served throughout that war, much of the time being spent on ships kept in port by blockade imposed by a superior force.

In the meantime his brother, Commodore Oliver Hazard Perry, older by nine years, brought fame to the family name by his victory over the British in Lake Erie, which virtually secured a large area in the Great Lakes region to the United States.

After the close of the War of 1812, the American merchant marine had a fairer chance on the high seas than during the previous period of impressment of American seamen. Perry obtained a furlough from the Navy and for a few years served as an officer of the merchant marine, a part of the time as captain of one of his father's ships. But the Navy was indelibly impressed upon him as a protection to the commerce of his people and, through that, a contributor to the prosperity of the farmer, the manufacturer, and the consumer in his home country. Perry soon re-entered the Navy.

During Perry's entire lifetime slavery was in existence and our own country was a slave holding nation. There was much opposition to the institution and agreements were reached that at least the barbarous slave trade originating on the coast of Africa should be brought to an end. The trade could be stopped only by the use of force; Perry played an important part in this. He first went to Africa in 1820 as executive officer of the *U. S. S. Cyane*, convoy of the *S. S. Elizabeth*, which was carrying freed negroes as colonists to Liberia. He went again in 1821 in command of the *U. S. S. Shark*. Having seen some of the failures of the attempted colonization, he selected a new site for the colony in a locality that could be protected from hostile tribes and less exposed to disease and epidemics.

The Employes' Magazine is distributed to employes free of cost. Subscription to other than employes $1.50 per year
Articles of interest to our readers, photographs and sketches suitable for reproduction, are solicited and should be addressed to Editor, Employes' Magazine, Union Pacific Coal Company, Rock Springs, Wyoming

Some twenty years later Perry again went to the African slave coast to do further work in stamping out the trade and in protecting the Liberian colony. In this business he learned that African tribes themselves were supporting slavery by the sale of their captives. Some of these tribes who had murdered whites and had pillaged their ships were chastised by the destruction of towns and villages. This brought about a more peaceful state of affairs. Perry showed in these experiences a trait which was to come out often at later times; he thoroughly studied the problem that faced him, analyzed the conditions, arrived at a solution, and then took the action that met the elements of the situation in accordance with his mission.

Perry believed that scurvy and other diseases which were prevalent on the African Coast were unnecessary. In the best interest of his men he issued restrictive rules for the conduct and habits of life of his personnel. Though this strict enforcement was irksome, his ship came through without any of the usual troubles. He also recognized the evils of duelling, the issue of the grog ration to the men, and punishment by flogging, and he took steps that helped bring about their abolition in an age when they were firmly established practices.

In Command of the Concord

We next find Perry in command of the *Concord*, conveying John Randolph of Roanoke to St. Petersburg as American envoy to Russia. On reaching the capital of the Russian Government, Perry was invited to dinner by Czar Nicholas. The Czar became interested in him and invited him to remain in Russia and become the head of the Russian Navy. This offer Perry graciously refused.

The *Concord* was then transferred to the Mediterranean squadron for duty in protecting American commerce from piratical attack during the Greek war for independence from Turkey. While on this duty, Perry took part in the expedition to secure the payment by the Neapolitan kingdom of reimbursement for losses incurred by Americans whose ships and cargoes had been confiscated by that Government. President Jackson decided that the debts must be paid; King Bomba refused to pay. It was arranged that our negotiator, Mr. Nelson, should have with him a ship of war when he brought up the matter. King Bomba was, however, not impressed. On the fourth day, the *Concord*, under Perry, arrived and the Government became alarmed. A third ship, then a fourth, a fifth, and a sixth in turn entered the harbor. The Neapolitan Government then recognized the justice of the American claim. It was for Perry an experience in practical diplomacy.

During a long period of shore duty at the New York Navy Yard, during the latter years of which he was Commandant, Perry took part in the application of steam propulsion to the Navy and in fact was instrumental in bringing about the completion of the *Fulton II*. This was the first steam vessel of the Navy, a side wheeler, and Perry was its first commander. There was much derision and fault-finding but Perry proved to be right and he has been called by some the Father of the Steam Navy of the United States.

During this period also, Perry saw the need of systematic education and training and did all he could to found the apprentice system. He suggested a school for naval engineers, and was later made a member of a board appointed by Secretary of the Navy Bancroft. The report of this board resulted in the founding of the Naval Academy.

The Mexican War

Commodore Perry took part in the naval operations of the Mexican War. His early operations were as second in command. Later, on the relief of Commodore Conner, Perry was in entire command of the naval forces. With the vessels that were added, he had command of the largest force operated up to that time under the American flag. His duty to his country was to do what he could in cooperation with the Army to bring the war to a close. He pursued a vigorous policy, based upon knowledge of the essentially weak military character of the people and the forces he was facing. With naval guns brought ashore from the ships and under command of his own officers, he assisted General Scott materially in the capture of Vera Cruz, one of the important operations of that war.

Such in outline were the events and experiences that moulded and strengthened the character of Perry, enlarged his vision, and prepared him for his greatest experience, which was yet to come. He was a man of patience and force, with vision and a power of adaptability. He was bluff, positive, and stern on duty, a terror to the ignorant and lazy, held in high esteem by the faithful ones who performed their duties well. He inherited the traits of loyalty to his family. He married Jane Slidell, a resident of New York and while on duty at the Brooklyn Yard he had a country residence near Tarrytown in addition to his New York residence in 32d Street. He was happy in his home life with his wife and his children. He was a believer in religion and one of his first acts in the Navy Yard was to re-open the old chapel and to re-establish divine service. He was typical of his time and a truly representative American of the leader type, temperate, not belligerent or bellicose.

The Growth of American Trade

The America of his day had a struggling, growing populace. The narrow fringe of colonies at the time of the birth of Perry was extended by Jefferson's purchase of the vast Louisiana tract, by the acquisition of the Great Lakes area as a result of the War of 1812, by the purchase of Florida, by the annexation of the great state of Texas, by the transfer from Mexico of California and the intervening states, and by the acquisition of the Oregon-Washington region.

We now faced the Pacific and began a great era in our history. Having won our freedom on the

seas through the War of 1812, our increasing merchant marine was carried to all parts of the world. There were many runs to China and India and the trade was lucrative. Our whalers, finding operations no longer profitable in the North Atlantic, transferred their work to the North Pacific. There our ships found an alluring but inhospitable shore, for Japan, in pursuance of her seclusion policy, would not permit any vessels to enter her ports. Crews of whalers and other vessels shipwrecked on Japanese shores met with hostile reception, were put in prison and regarded as criminals.

A conference was sought with the Japanese in order that our men and our trade might be accorded the same privileges granted by other countries. All efforts to open negotiations not only by the United States but by other nations were unsuccessful. Commodore Biddle, who was sent there in 1846 in command of a squadron, could not get into communication with the authorities and was ordered to leave.

There was curiosity in Christendom as to what was going on behind the impenetrable wall, as to the form of government, the administration of law, the social institutions, the products, trade, and skill in manufacture, the literature and the physical characteristics of the country. Fortunately, Japanese and other writers and historians have made available much information about these matters.

THE OLD JAPAN

The Japanese empire dates from about 660 B. C. and in that age the present dynasty had its origin. During the succeeding centuries there are records of important Chinese cultural influences and of a growth of Japanese culture. By about 1200 A. D. the shogunate was installed. The Emperor, remaining as the revered head of the state, delegated functions of government to the Shogun, who attained great power. There were many districts, each under a daimyo, similar in many ways to the feudal systems of old Europe. During these years contacts were maintained with the Asiatic mainland. Genghis Khan, as the Mongol head of China, had established his power from the China Sea to the Dnieper River during 1162-1227. His grandson, Kublai Khan, decided to bring Japan under his sway, but his formidable force was defeated. He sent another armada in 1281 of five times the size of the first. Through the union of all elements in Japan and through the effects of a great storm, the enterprise of Kublai Khan was a failure. The saving of Japan from this invasion is regarded as one of the great events in Japanese history.

During the succeeding centuries there were internal struggles which have been characteristic of the development of all of the great nations. By 1603 the Tokugawa shogunate came into power, and during this era contacts with Europeans began.

Marco Polo had brought information of Japan to the Europe of the 13th Century, but the Portuguese appear to have been the first Europeans to come to Japan. They were welcomed and trade resulted. The Spaniards followed, then the Dutch and the English. Trade grew, and fire-arms, foreign shipbuilding, and Christianity came to Japan and the novel ideas spread like wildfire.

However, note was taken that in other places political control had followed the missionaries, and during a period in which a balancing of powers was under way, it was feared that the European influences might have undue weight. The decision was reached to ask Europeans and their political and religious influences to leave. This policy grew and finally resulted in the exclusion decree of 1636, when all foreigners were expelled.

Though commercial isolation was not the object of seclusion, it nevertheless was put into effect. The foreigners were kept out and the Japanese remained at home. Only a small Dutch trading post and one for the Chinese were maintained near Nagasaki Harbor. One ship a year was permitted the Dutch and visits of the nature of tribute were required to be made by them to Yeddo (Tokio). Through these means the Japanese were able to inform themselves as to what was going on in the World, though others knew but little of the affairs of Japan. The Japanese, for instance, were aware of what Commodore Perry had done in the War with Mexico.

PERRY LIFTS THE VEIL

During the middle of the 19th century, the United States Government decided upon action in regard to its relations with Japan. Commodore Perry was familiar with the problems and knew of the failures in the previous attempts. He was consulted and had much to do with determining a line of action and drawing up the instructions that were to govern it. The project was of such importance that foreign governments were greatly interested and were officially informed of the steps to be taken.

The preparations which Perry made were complete. He read all the literature and reports about Japan that were obtainable at home or abroad, and contracted for supplies of coal along his proposed route. After vexatious delays he finally sailed from New York with a stop at Annapolis, where President Fillmore and others came to say good-bye.

He proceeded via Madeira, St. Helena, Cape Town, Mauritius, Singapore, Macao to the Loo Choo Islands. Here there was a miniature Japan and he sought interview with the Governor. There were the same opposition and the same restrictions that he was later to find in Japan. He was successful and the occasion gave him and his officers experience for the more important effort yet to come.

On the afternoon of July 8, 1853, the vessels of Perry's squadron, consisting of the *Susquehanna*, *Mississippi*, *Saratoga*, and *Plymouth*, anchored in the forbidden waters of Yeddo Bay, off Uraga.

Perry had decided to outdo the Japanese in exclusiveness and refused anyone permission to come on board his ship. The Vice-Governor of the Province was admitted but could not see Perry. Through a subordinate officer he was informed that a letter

to the Emperor from the President had been brought and the Commodore wished to deliver it with appropriate ceremonies. The reply was that the squadron must go to Nagasaki, that being the only place for negotiating foreign business under Japanese law. The Commodore, though he would not see a subordinate official, sent word to him that he could not go to Nagasaki but must deliver his letter where he was; that his intentions were perfectly friendly but he could suffer no indignity.

The Governor of the Province next came on board but was not permitted to see the Commodore, who held himself to be of higher rank, as representing the head of his state; but two captains did see the Governor. The Governor was shown the letter of the President encased in magnificent boxes of exquisite workmanship. The Governor communicated with Yeddo where the Shogun resided and his report made a tremendous impression. The insistence of the Commodore resulted finally in agreement to receive the letters. They were delivered on shore with great ceremony. Two princes of the Empire received the letters. The Commodore then announced that he would depart and return some months later to receive the Emperor's answer. Before Perry returned, a new Shogun was in office, the earlier one having died, and in the United States President Pierce had succeeded President Fillmore. This tended to place all the greater responsibility on the Commodore.

The American proposal placed the Japanese Government face to face with a change in policy that had been in effect for nearly 250 years. There was much doubt and much opposition to a change. In view of the nature of Perry's visit and the events that might follow if an agreement were not reached, the counsel of the wiser ones, though not in the majority, was followed.

Perry returned in February, 1854, with seven ships in place of four. The reception and the meetings were even more formal and impressive than those of the earlier visit. During the negotiations valuable presents were exchanged. Among those presented by Perry were some of the most recent inventions, including even a real locomotive and tender of one-fourth normal size, with passenger cars and rails, and also four volumes of Audubon's *Birds of America*. The treaty which they negotiated was later ratified by both countries.

There are many factors besides the mere desire for peace which do and must influence action of the nations of the World. Their geographic position with reference to other nations, their natural resources, their food supply, racial inheritances, and religion, pressure of population, growth, the national and racial ideals, the actions and the threats of neighbor states, all have their effect. From these factors basic policies flow and announced policies of state are formulated.

It is not only where the nations stand but the direction of their travel that is important. We need more than good intentions. The road to war and trouble is paved in part with good intentions. We need men of vision and of highest aspiration, with the less of emotion and imagination, men of force and faith and action, with directness of approach to the inmost of the mental structure of a nation. We may always look with pride to Perry, for he was such a man, and saw the situation in its entirety. Upon that his full-blooded, manly action was based.

Run of the Mine

The Present Day Status of the Guffey Bill

THE first law known as the "Bituminous Coal Conservation Act of 1935" went into effect on October 9, 1935, and after much expenditure of labor and money, on May 18, 1936, the Supreme Court of the United States declared the Act unconstitutional in so far as labor regulation in general was concerned, the price regulatory feature of the bill going out at the same time.

Immediately following the invalidation of the 1935 Act, a new bill with the labor provisions deleted, plus certain other changes, was introduced, this Act eventually signed by the President April 26, 1937, the revised Act known as "The Bituminous Coal Act of 1937." During the interim the excise taxes paid into the Treasury by the coal operators under the 1935 Act were refunded, the Coal Commission meanwhile maintaining its organization.

When the new Act went into effect the Coal Commission immediately proceeded to gather cost data for the year 1936 as a basis for the creation of the "minimum prices" provided for in the Act, below which no producer or sales agent could lawfully sell bituminous coal. Preparatory to the creation of minimum prices in the several districts much expensive data was prepared by thousands of coal producers, for submission to the respective district offices established by the Commission. Only in certain cases were the appointees selected for service in the District Board offices chosen for ability or coal experience, on the other hand, the almost universal requirement exacted was that of party service recommendations. Offices were selected, equipment moved in and office employes chosen, in many cases weeks in advance of opportunity for service. Many thousands of men and women—days were spent in non-productive waiting, Micawber-like, for something to turn up. In substance, the district offices got off with a poor start.

The Commission direct and through attorneys,

held many public hearings in Washington and throughout the country, the major effort made that of defining jurisdiction over coal moving wholly interstate and in attempting to relate costs and minimum prices, not only by districts and subdistricts, but also as between competing districts. At these many meetings, costing the producers many hundreds of thousands for travel and hotel expenses, the consumer who pays the bills was conspicuously absent. Later on, this interested element discovered that the purpose of the several meetings was 100 per cent price raising, and so when the price schedules were finally put into effect in December, 1937, and January, 1938, the consumers, represented by associations, trade bureaus and even cities, went into court, bringing about an immediate suspension of prices in certain districts. The Coal Commission made a valiant gesture to retain in force and effect the price schedules not stricken by the courts, but on February 24, 1938, an order was entered by the Coal Commission revoking the remaining price schedules, effective at 11:59 P. M., February 25, 1938, since which time the producer, while compelled to obey the remaining provisions of the Act, including the payment of the excise tax of one cent per ton, is free to sell his product at any price he chooses.

When and if new prices are established no one can say, nor can anyone predict how long once made they will last. All agree, however, that the Coal Commission will have to make an entirely new start, first at cost fixing, using either the original 1936 costs as amended, the 1937 costs as amended, or both. The best friends of the Act suggest it will take four to six months to get out new prices and thereafter coordinate same, and as the consumer is now awake to his interests there is every reason to believe that he will again enter the lists, challenging all prices not fully foundationed on carefully scrutinized cost sheets.

What are the difficulties in the way of the successful operation of the law? They are many. The known difficulties would fill a sizeable volume. Those that lie ahead and which will develop after prices are again fixed (assuming the courts do not knock them out in the first year), would, if put together, make up the rest of a "five-foot shelf." It should be borne in mind that the nation was largely out of the market during the brief period that minimum prices were in effect. The small consumer moves slowly, in fact his interest was not even aroused when the large consumers moved into the courts.

What is the outstanding objection to the Act? The answer is that it is humanly impossible under the fundamental principle that underlies trade, "a willing buyer and a willing seller," to put an industry as involved as is coal in a straight-jacket and expect its product to flow even half smoothly from the mine mouth to the bin of the consumer. No law that even attempts to preserve the equities can regulate the coal industry through the medium of an inflexible scale of minimum prices. We say "inflexible" for the reason that any change in prices that necessitates due notice to all competing interested producers with subsequent formal hearings, represents too slow a process for an industry wherein each day presents new problems requiring immediate action. Coal everyone knows is the creature of weather, nature determines the time of arrival of storms and their intensity, and small consumers of coal are notoriously improvident in their ordering. Witness the coal and oil trucks that with a change toward severe weather rush about during stormy nights and on the Sabbath.

Let us look at the price problem as it exists. The law clearly states that each District Board shall as soon as possible after its creation determine the weighted average cost of coal in such district, and thereafter "said weighted average of the total costs shall be taken as the basis * * * for the proposal and establishment of minimum prices." Therefore the first problem was to find out what the average weighted cost of production was during the preceding year in each district. Assuming clerical capacity and honesty, costs are easily obtainable for any given back period and the weighted average cost for the previous year can be obtained. Thereafter, however, all is assumption. It is from the cost figures say for 1937 the districts must attempt to project prices for 1938. As the cost of production is invariably based on the tons of mine run hoisted, realization must necessarily be arrived at on the same basis even though a given mine makes as many as sixteen sizes of coal and a given district may make five or more hundred sizes and grades. If all coal in a district was of uniform grade and the public would buy mine run there would yet remain one ponderable factor, *demand*, a factor that has broken more coal companies than has high wages and high costs.

We will grant that the Coal Commission has many capable statisticians, but even though they are reinforced with a fleet of computing machine operators they cannot project even a dozen prices for a corresponding number of sizes, and insure a weighted average realization "equal at least to the cost of production," this for the insurmountable reason that the demand for certain sizes fluctuates with industrial demand, the weather, and a dozen other variables, including fuel oil and natural gas competition, fuels that have not been straight-

jacketed. Perhaps a simple computation is worth while considering. Given a mine producing 500,000 tons of coal annually, after deducting say 25,000 tons for company fuel use there remains 475,000 tons to dispose of as prepared coal to meet the consumer demand.

Total Cost

475,000 tons @ $1.810 ..... $860,000

Realization

50,000	tons	Fancy Lump	$3.00	$150,000
50,000	"	Domestic	2.75	137,500
100,000	"	Egg	2.00	200,000
50,000	"	Nut	1.80	90,000
100,000	"	Pea-stove	1.75	175,000
100,000	"	Slack	1.00	100,000
25,000	"	Railroad fuel	1.50	37,500
475,000	"		$1.873	$890,000
Estimated margin			$ .063	$ 30,000

Now let us assume a mild winter and a falling off in demand for Fancy Lump, Domestic Lump and Egg, all largely domestic sizes, each size requiring a reduction of but $.25 per ton to move the tonnage. Bear in mind first that *minimum prices* except perhaps for a brief period in occasional years represent *maximum prices*, and that failure to sell the anticipated tonnage runs mine costs up rapidly. Assuming that even instantaneous permission to reduce the selling price of the 200,000 tons of Lump and Egg was forthcoming and no reductions were made in competing fields, a reduction in total realization of $50,000 would occur and both the Coal Commission who approved the reduction and the operators would be in the position of having violated the law.

The law was enacted to save the coal industry from itself and to correspondingly protect the just demands of labor. By and large mine labor has shown a substantial measure of cooperation but with all mine workers now organized and working under fair conditions and a fair unit wage, they are compelled to stand idly by quite helpless. They who live in the west see the product of their labor continuously yielding to other fuels, fuel oil, natural gas and wood. Yes the mine worker has a good day wage but it takes "work days" as well as wages to produce a pay check sufficient to meet expenses.

The Act from its inception very generally disregarded the common interests of the consumer without which the industry could not exist. The operators also unwisely took the same position, for example; the National Coal Association pilloried the railroads for buying cheap coal, the Coal Commission also made public pronouncement that they had raised the price of railroad and industrial fuel, correspondingly reducing the price to the small consumer. At no time did the operator spokesmen or the Commission say that industrial coal generally and much coal sold to the railroads was of by-product size and frequently of inferior quality. The prospects for composure were further put in the background when the National Coal Association made violent opposition to the increases in freight rates plead for by the railroads, and the protest of the coal operators prevailed. What happened? As this is written, many railroads, once the pride of the nation, are slipping, slipping into the sheriff's sack and the Railway Managements and the President of the United States says "Something must be done" if complete railroad bankruptcy is to be averted. We venture two guesses, first, the railroads as a whole are in worse financial condition with greater labor interests at stake than are the bituminous coal mining companies; second, at least one-third of the coal mines could be spared, with adequate protection for the fuel requirements of the nation, while it is not possible to abandon any material portion of existing railway mileage.

What is the answer? The coal companies will continue to drift as they have in the past, continuing however to pay in 1938 an excise tax of approximately $4,000,000, plus the assessments levied for the upkeep of the District Boards, plus a heavy payroll for the work of statistical production, receiving from the whole—nothing. The way out is to repeal the Act, disbanding the army of districts and Washington office attaches, substitute a workable Act that would provide for a rational measure of fact-finding by the U. S. Bureau of Mines, provide for voluntary Coal Code committees such as previously existed under the N. R. A., letting the operators exercise that measure of price-fixing demanded by a continuously fluctuating industry. All facts relating to costs, realization and profits, together with those relating to wages and earnings should be gathered and promptly published, monthly and cumulatively. Make delay in furnishing reasonable facts an offense, subject to penalty, over all provide for a Coal Commission, men picked for their knowledge of the coal industry and coal economics. These men should be removed from politics and be judicially minded. Instead of giving this Commission mandatory power that can never be foundationed on law, restrict their findings to that of conducting, on complaint, full and exhaustive hearings, with the right to secure necessary testimony and records, using the facts as gathered by the U. S. Bureau of Mines as conclusive, and thereafter *make pitiless publicity the weapon of enforcement.*

More recently the Chairman of the Coal Commission has resigned his position for the third time.

This time it was accepted and the choice of a successor is again the football of State politics. The publicity department costing it is said $25,000 a year to operate has been disbanded. This is a step in the right direction. A moratorium on price fixing has been declared, but the quest for figures is unabated. One Wyoming operator recently said that his mine workers were idle but the mine clerks were working nights and Sundays.

In conclusion, we venture to enter the questionable and uncertain field of prediction. The present law is impossible of fulfillment. With all their internal controversy we believe the Commission did all that men could do—and failed. New personnel will not do better. The doctrine of the "survival of the strongest" if not the "fittest" will continue to apply to the coal operators. The U. M. W. of A. has ample capacity to hold the wage rates without the Guffey Act, but the miners' opportunity to find work will lessen under the restrictive features of the law; other fuels and reduced unit consumption will continue to eat into the demand for coal. To continue to try to make an impossible law work is worse than fallacious. We tried the Eighteenth Amendment and lost our souls while awaiting its repeal.

Getting Coal in War Times

JUST twenty years ago with the whole world at war and American troops pouring into the allied ranks at the rate of 300,000 each month, coal was bitterly scarce in that unforgetable summer of 1918. Deprived of the usual supply of Lake Coal, the Milwaukee Railway and Light Company serving the city of Milwaukee, and other large manufacturing towns in southern Wisconsin with electric power, was compelled to turn to Illinois and Indiana mines for coal.

The writer and Harry Lawrence, now dispensing his convincing handshake at Reliance, were then charged with the job of building a big coal mine in Illinois (that yet gets out more than a million tons a year), the rebuilding of another mine near Cambridge, Ohio, and a third near Harlan, Kentucky, and were in addition required to provide coal for the Southern Wisconsin Utilities, the Electric Utility Company at St. Louis, and to lend a hand in obtaining coal for the Utility Companies at Detroit, Michigan, and at Cleveland, Ohio.

These were strenuous days in the coal industry, the mines in the United States getting out what will perhaps prove to be their all time high production, 579,385,820 tons of bituminous coal, and 98,826,084 tons of anthracite, a total of 678,211,904 tons. In the year 1937, the production was estimated to be 440,265,000 tons of bituminous coal and 50,091,000 tons of anthracite, a total of 490,356,000 tons, or but 72 per cent of the output of 1918. Coal with a free admixture of fire clay, slate, bone and other non-combustibles, was bought at any price where obtainable, and then there remained the problem of movement over railroads whose terminals were literally jammed with war supplies for forward abroad; lumber for cantonments; piling for Hog Island ship yard; and raw and manufactured material for use everywhere. In addition to looking after his routine and heavy office work, Harry then spent many nights in his "Model T" Ford, trying to get coal over the St. Louis Bridges, Eads and Merchants.

The Milwaukee Utilities in that day had a gallant Scotsman for Chief Engineer, Mr. John Anderson, since gone to his reward. John had served his time in the Glasgow ship yards and engine building plants, and then went like "McFee" out into the seven seas, in charge of a ship's engines he had helped to build. When the Spanish-American war broke out, John was an American citizen finding service as Assistant Chief Engineer in the engine room of the light armored cruiser St. Paul, which was commandeered by the U. S. Government, and put into service as a fast scout ship commanded by Captain Sigsbee, with another fine Scotsman, John Hunter, serving under the Stars and Stripes as Chief Engineer.

Chief Anderson of the Milwaukee plants was the possessor of a rapidly shrinking supply of coal, even though the company had 2,000 carloads, or approximately 100,000 tons in cars—somewhere. About this time Sir Conan Doyle wrote his famous war verse, "When the Guards Came Through," and in a fervor of patriotism we had 500 copies made for distribution, one of which reached John Anderson, who thought that if the "Guards" came through it was time his 2,000 cars of coal should be moving, so one evening John wrote the following verse:

WHEN THE GUARD CAME THROUGH

It was in the summer of '17
When things were as bad as they ever had been;
Bold E. McA. and H. A. L.
Started with letters and wires to raise H—l
"We will get you coal, Aye more than your fill,
Wait 'till you see how we grind the old Mill."
"Well we've waited so long that it looks pretty blue,
But I guess we'll still wait 'till the Coal comes thru."

With apologies to
Sir Arthur Conan Doyle.

Neither Harry nor the writer were much given to writing poetry, but the challenge had to be met, so the writer left for Chicago, checked the various Terminals, located the 2,000 cars and called in a Railroad Administration Assistant, Mr. Kamman, to help get the cars started north. Using the potent name of Mr. C. R. Gray, Director of Operation, U. S. Railroad Administration, giving certain unauthorized orders, etc., we soon started the coal toward Milwaukee in lots of 100 cars. John Anderson and his assistant, Mr. Witherspoon, had challenged us to give him more than he could unload,

but they did not reckon on 500 cars arriving in one day, and so for perhaps the only time in his life that joyously buoyant soul, John Anderson, had to ask for quarter. When John was compelled to admit that the coal had "came through" we could not forebear a poetic reply, so we turned to Byron's "English Bards and Scotch Reviewers" for our prologue and epilogue—the rest a paraphrasing of Conan Doyle's war verse. Here is our reply, pretty rank verse:

CAMOUFLAGE, OR
STORING IT, STORING IT YET.

Prologue

Should dub me scribbler, and denounce my muse?
  Prepare for rhyme—I'll publish right or wrong;
Coal is my theme, let storing it be my song.
  A man must serve his time to every trade.
Save getting coal in war times, coal getters all are
    ready made.

I.

Men of the Milwaukee plant
  Up in the brewery town,
Crying to the mines for coal
  Laying it, laying it, down.

II.

Never a message of hope
  Never a train of coal;
Sticking it, sticking it yet,
  Will we ever get our coal?

III.

When Major Anderson sobbed
  From up in the town of suds,
Clear the K. K. yards, for the St. Louis Guards,
For at last they are "coming through."

IV.

General Way's[1] pen was dry and hot
  Pleading for coal, more coal;
Always the idle hoist,
  Never getting the coal.

V.

Then Kamman with Governmental broom
  Swept up Chicago town,
Two miles long, hopper and gon
  Eysee, Vandalia and Penn,
Dressing as straight as a hem,
  Kamman and the coal came through.

VI.

Car after carload, plus ten percent
  And a touch of the Illinois swank,
Said Anderson to Way:
  Believe me! This storage biz is rank.

VII.

And again he sobbed to Way,
  How can you understand?
How should your cheeks be wet?
  Such feelings don't come to you;
But when can me and Witherspoon forget
  When Kamman and the coal came through.

Epilogue

Thus much I've dared to say
  How far my lay hath wronged,
These warlike times let other say,
  This lot the world which knows not how to
    spare.
  Yet rarely blames unjustly, now declare.

[1]Mr. S. B. Way, then Vice President, now President.

Times have changed since 1914-1918, but with war clouds hovering over Europe and Asia, coal may again come into demand.

This recital would not be complete without telling John's story of his fire room detail. While the St. Paul was cruising at half speed past the Cuban port of Matansas, three Spanish gunboats darted out to attack the unarmored American ship. The Captain had ordered "full speed ahead," when word reached the stokehold that Spanish warships were firing on the St. Paul. The news was too much for John's firemen, half of whom were baseball fans, so in an instant the whole crew ran up the ladders, lining up on the ship port rail. When a futile shot fell short or astern the St. Paul, the fireman began calling "put her here, over the plate," etc., taking an expectant "catcher's position." When John's orders to the men to return to the stokehold were not executed with sufficient promptitude, the Scotsman grabbed a bar, sailing into the shift. Only one or two were crashed, when the rest shot down the ladders, to provide the steam that soon put the St. Paul out of reach. John Anderson always said ball players made good firemen and privately he felt that the whole gang, including the two he knocked down, should have been decorated for bravery. It was the recent accidental find of our inconsequent verse that provoked this story.

Our Community Councils

ELSEWHERE in this issue of the Employes' Magazine will be found a detailed financial statement of the several Community Councils for the calendar year 1937.

Primarily the Community Councils are the property of the employes and their families and the officers administering the several Councils are selected from that source.

The Union Pacific Coal Company furnishes and maintains, heats and lights the buildings, in addition to making nominal cash contributions monthly.

In looking over the sources of revenue received in 1937 we find the following situation:

	From Coal Company	*From All Other Sources*
Rock Springs	$ 300.00	$ 312.97
Reliance	240.00	282.30
Winton	240.00	286.61
Superior	240.00	41.81
Hanna	300.00	286.04
	$1,320.00	$1,209.73

In a certain instance the local Union, representing the organized labor in the town, made direct contributions to the Community Councils, however, we find in one instance the Council made a donation to the local Union for a Labor Day celebration, reversing the process. In the case of one Council, no revenues were received other than the donation made by The Union Pacific Coal Company and a small sum received for the rental of Club House dishes.

We have invariably taken the position that all social and religious activities should be conducted by the employes, the Coal Company contributing only to the extent of furnishing a place for the conduct of activities plus a reasonable amount of constructive help. In substance, we have tried to avoid every element of paternalism such as in past years existed in many mining towns when men were paid a low wage, thereafter provided with the company's brand of entertainment and at times, religion.

We would like very much to see an expansion of effort made in the different communities, the entertainment so arranged usually amusing, helpful and character building. We trust the families in the different camps will scrutinize the financial statements published most carefully.

The Tax Gatherer Pack in Full Cry

THE last announced method for further taxation is proposed in House Resolution No. 611, authorizing and directing the Secretary of the Treasury to investigate the desirability and practicability of a tax on the use of labor displacing machinery.

Where does labor saving machinery begin and end? This method for the further strangulation of business (and employment) would doubtless necessitate another army of bureaucrats to investigate, measure, catalogue and evaluate, everything that slides, turns or rattles, in the way of machinery. It would include every machine of whatever character used in shops and factories, used by the railroads and those who build and use the highways. Strictly speaking, a wheelbarrow is a labor displacing machine, and so is the washing machine, electric iron, refrigerator or mangle, used in the home—they all displace labor. When a tax-crazed legislator gets under way all reason disappears. "On with the dance, let joy be unconfined."

Death of Mr. E. E. Calvin

Edgar E. Calvin, former Vice President, Operations, Union Pacific Railroad, Omaha, and ex-officio President of The Union Pacific Coal Company, passed away at Los Angeles, California, on March 17, to which point he removed in November, 1928, following his retirement after 51 years' service.

Mr. Edgar E. Calvin

First entering the employment of the Overland Route as telegraph operator at Fort Steele, Wyoming. in 1877, he also served in a similar capacity at Medicine Bow, Granger, Red Desert, Carbon and other places.

Step by step he advanced, his various positions of preferment calling upon his being located at Pocatello, Salt Lake City, San Francisco, Omaha, etc., in all of which cities he made hosts of friends, as witness a farewell dinner in the city last named upon the eve of his departure for the Pacific Coast, several hundred men in various walks of life being in attendance.

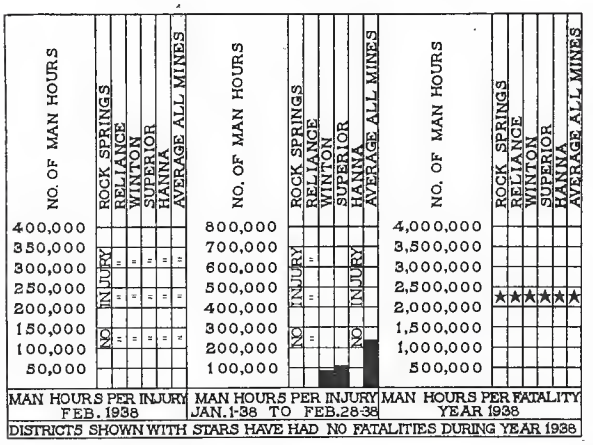
During the period of the Great War, he served as Regional Manager of Western roads, under Mr. Carl R. Gray, Director of Operation. He was stationed at San Francisco during the earthquake and fire, and upon many occasions and at other localities he demonstrated his great executive ability in bringing order out of chaos.

To his sorrowing family goes out the sincere sympathy of his legion of friends. Mr. Calvin leaves with his passing his wife, Mrs. Alida Calvin and two sons and three daughters.

"All my life people have been coming to me with plans to make over society and its institutions. Many of these plans have seemed to me good. Some have been excellent. All of them have had one fatal defect. They have assumed that human nature would behave in a certain way. If it would behave in that way these plans would work, but if human nature would behave in that way these plans would not be necessary, for in that case society and its institutions would reform themselves."—*Elihu Root.*

Make It Safe

February Accident Graph



THE month of February was one of those months we talk about but very seldom see—a "No Accident Month"—may we have more of them. This should be encouraging to every man who works in or around the mines. It means that when we work safely we can cut our accidents to a minimum, and, in doing so, much pain and misery is saved for ourselves and our families.

Comparing our record to date with that of the same period last year we are considerably ahead—235,607 man hours per injury for 1938 compared to 101,295 man hours for 1937. This is not going to be an easy record to maintain, but things which are worthwhile do not come easily. So don't become satisfied with what we have accomplished but try to make every working place cleaner and safer in which to work. Being self satisfied with our accident performance makes for accident proneness.

COMPENSABLE INJURIES AND MAN HOURS BY MINES

FEBRUARY, 1938

Place	*Man Hours*	*Injuries*	*Man Hours Per Injury*
Rock Springs No. 4..	16,954	0	No Injury
Rock Springs No. 8..	21,224	0	No Injury
Rock Springs Outside	13,061	0	No Injury
Total.....	51,239	0	No Injury
Reliance No. 1.....	18,872	0	No Injury
Reliance No. 7.....	10,003	0	No Injury
Reliance Outside	7,182	0	No Injury
Total.....	36,057	0	No Injury
Winton No. 1.....	16,086	0	No Injury
Winton No. 3 and 7½.	13,349	0	No Injury
Winton Outside	6,601	0	No Injury
Total.....	36,036	0	No Injury
Superior "B"	11,823	0	No Injury
Superior "C"	14,343	0	No Injury
Superior "D"	12,411	0	No Injury
Superior Outside ...	10,892	0	No Injury
Total.....	49,469	0	No Injury
Hanna No. 4.....	23,590	0	No Injury
Hanna Outside	9,670	0	No Injury
Total.....	33,260	0	No Injury
All Districts, 1938....	206,061	0	No Injury
All Districts, 1937....	348,648	4	87,162

PERIOD JANUARY 1 TO FEBRUARY 28, INCLUSIVE

Rock Springs No. 4..	41,867	0	No Injury
Rock Springs No. 8..	53,102	0	No Injury
Rock Springs Outside	28,755	0	No Injury
Total.....	123,724	0	No Injury
Reliance No. 1.....	47,516	0	No Injury
Reliance No. 7.....	20,888	0	No Injury
Reliance Outside ...	16,170	0	No Injury
Total.....	84,574	0	No Injury
Winton No. 1.....	36,967	0	No Injury
Winton Nos. 3 & 7½...	31,962	1	31,962
Winton Outside	14,581	0	No Injury
Total.....	83,510	1	83,510
Superior "B"	27,097	0	No Injury
Superior "C"	29,393	0	No Injury
Superior "D".....	28,210	0	No Injury
Superior Outside	23,520	1	23,520
Total.....	108,220	1	108,220
Hanna No. 4.....	49,742	0	No Injury
Hanna Outside	21,444	0	No Injury
Total.....	71,186	0	No Injury
All Districts, 1938..	471,214	2	235,607
All Districts, 1937..	709,066	7	101,295

Safety—An Editorial

MANY organisations and individuals are engaged in the praiseworthy endeavour to lessen the number of accidents which take such a terrible toll of mankind. Those who direct the activities of mines, shipyards, steel works, factories and other industrial concerns have deliberated long and earnestly upon this problem. Men of experience are appointed specifically as safety inspectors. Yet no appreciable decrease in the number of these casualties is noted. One of the government departments made full use of wireless for a whole year in order to retail to all and sundry the weekly total of the killed and wounded on our roads. Yet their number was not appreciably lessened.

It is not our intention to decry, belittle, or in any way criticize the safety arrangements which are the result of so much careful consideration on the part of the government, the employers, and the trade unions. Rather would we support their efforts to the fullest extent; but for these efforts, the number of accidents would be even in excess of the present figures. The reduction of accidents to any great extent however must undoubtedly depend upon the finding of fundamental causes and their elimination. And this is by no means the trite phrase which at first it appears to be. One thing is certain—the removal of the apparent cause of any untoward event does not necessarily mean the prevention of the recurrence.

As an illustration let us suppose that a man, suffering from an hallucination fancies that he is being chased by dragons. In his fright he flees over the edge of a cliff and is killed on the rocks below. Now, were the dragons the cause of his death? Or the cliff? Or the rocks? Or what?

There can be little doubt that many accidents are caused by sheer selfishness; by the failure to realise that a man is his "brother's keeper." There is no room in the heart of an unselfish individual for thoughtlessness and carelessness. Therefore unselfishness may be a greater protection against accidents than all the rules, regulations, and precautions ever conceived.

What part does unconscious suggestion claim to play in this affair? Many times when we have visited accident cases in hospital the man or boy concerned has remarked that his grandfather, father, uncle, brother or even more remote relative has—oftentimes many years ago—experienced a similar occurrence. In other words how much may a latent, dormant deep-seated fear be cited as a fundamental cause of accidents? Was it not Job who said, "The thing which I greatly feared has come upon me?" Granted that a stone may fall without being apparently actuated by physical or mental manipulation, but is that any good and sufficient reason why an individual should be underneath it when it does? A recent incident is illuminating along these lines. A local miner stated that he had an instinct that a stone was about to fall and jumped clear. His companion was killed. Now from whence came that protective thought?

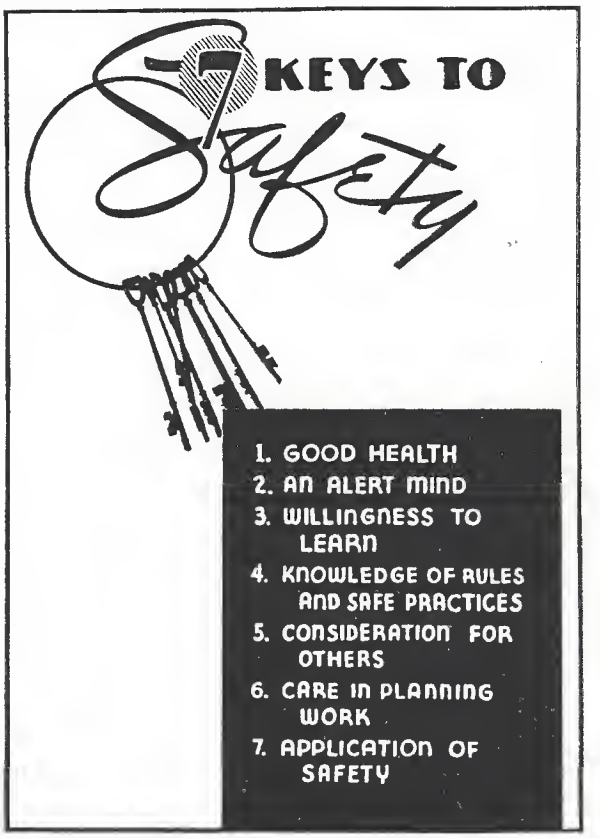
Habitually talking of accidents, the amount of space devoted to them in the daily press, and the constant, if unexpressed, fear of the lack of supply and other ills attendant upon them may be more direful than the most dangerous occupation, for, "as a man thinketh in his heart, so is he."

Yet there is a sure means of protection for every man, woman and child in the country if they care to avail themselves of it. We have already quoted Job. We will do so again in words which require no comment and certainly indicate, to those who have any discernment, the cause of his trouble.... "I was not in safety, neither had I rest, neither was I quiet." There is undoubtedly in the pages of the Bible a complete plan for man's protection, a daily armour with which he may equip himself. The eleventh chapter of Job is a sample of this protective clothing, and verse 117 of the 119th Psalm is another. To anyone who avails himself of the surest safety arrangement known we would say,

> "Thou shalt be secure because here is hope; yea thou shalt dig about thee, and thou shalt take thy rest in safety."—*Job 11, 18.*

—*From The Ashington Collieries Magazine, Ashington, England, February, 1938, issue.*

"The process of thinking draws the blood from the feet to the head," an educator informs us. This explains, perhaps, why, in so many cases, if you think twice about a proposition, you get cold feet.



Individual Safety Standings of the Various Mine Sections in the Annual Safety Contest

February, 1938

WITH a "No Accident Month" in February, no sections were dropped from the "No Injury" column. Only one underground and one outside section have had an injury during January and February of this year. It should be the aim of every man in a section and every Section Foreman to keep his section clear. There is a great deal of satisfaction in doing your job well, and certainly it is a job done well when we have worked so as not to get injured or have been the cause of someone else's being injured.

It will be necessary to give our timbering close supervision. Keeping your place properly timbered and doing the timbering when it should be done will prevent many serious injuries. Last year we had several serious haulage injuries. none of which should have happened. This year by closer inspection of our haulage equipment and adherence to our safety rules pertaining to haulage, we hope to eliminate this type of accident.

Someone who *has not had an injury* will win a five-passenger automobile at the end of the year. Work safely today and every day so that you will be eligible to participate in the drawing.

UNDERGROUND SECTIONS

	Section Foreman	*Mine*	*Section*	*Man Hours*	*Injuries*	*Man Hours Per Injury*
1.	R. J. Buxton	Rock Springs	8, Section 1	8,540	0	No Injury
2.	Robert Maxwell	Reliance	1, Section 3	7,238	0	No Injury
3.	W. B. Rae	Hanna	4, Section 1	6,769	0	No Injury
4.	Thomas Rimmer	Hanna	4, Section 10	5,845	0	No Injury
5.	W. H. Buchanan	Reliance	1, Section 5	5,754	0	No Injury
6.	Julius Reuter	Reliance	1, Section 9	5,684	0	No Injury
7.	Frank Hearne	Hanna	4, Section 2	5,453	0	No Injury
8.	Alfred Russell	Rock Springs	4, Section 5	5,425	0	No Injury
9.	Chester McTee	Rock Springs	4, Section 9	5,292	0	No Injury
10.	Wm. S. Fox	Superior	C, Section 3	4,970	0	No Injury
11.	Lester Williams	Rock Springs	4, Section 8	4,970	0	No Injury
12.	James Reese	Rock Springs	4, Section 3	4,935	0	No Injury
13.	George Wales	Hanna	4, Section 6	4,893	0	No Injury
14.	Jack Reese	Reliance	7, Section 2	4,886	0	No Injury
15.	H. Krichbaum	Rock Springs	4, Section 2	4,872	0	No Injury
16.	Robert Stewart	Reliance	7, Section 1	4,774	0	No Injury
17.	Richard Arkle	Superior	B, Section 2	4,767	0	No Injury
18.	John Traeger	Rock Springs	4, Section 1	4,732	0	No Injury
19.	Ed. While	Hanna	4, Section 5	4,711	0	No Injury
20.	L. F. Gordon	Superior	B, Section 3	4,676	0	No Injury
21.	Joe Jones	Hanna	4, Section 4	4,669	0	No Injury
22.	Ed. Overy, Sr.	Superior	B, Section 6	4,641	0	No Injury
23.	James Harrison	Hanna	4, Section 8	4,606	0	No Injury
24.	Reynold Bluhm	Rock Springs	4, Section 4	4,599	0	No Injury
25.	Sam Canestrini	Reliance	1, Section 4	4,578	0	No Injury
26.	L. Rock	Superior	C, Section 6	4,571	0	No Injury
27.	Steve Welch	Reliance	1, Section 8	4,529	0	No Injury
28.	Carl A. Kansala	Superior	C, Section 2	4,508	0	No Injury
29.	Clyde Rock	Superior	C, Section 5	4,508	0	No Injury
30.	Anton Zupence	Rock Springs	4, Section 7	4,494	0	No Injury
31.	Dan Gardner	Superior	D, Section 3	4,494	0	No Injury
32.	James Hearne	Hanna	4, Section 7	4,480	0	No Injury
33.	Joe Fearn	Reliance	1, Section 6	4,473	0	No Injury
34.	Frank Silovich	Rock Springs	8, Section 12	4,459	0	No Injury
35.	Roy Huber	Superior	B, Section 4	4,431	0	No Injury
36.	Dave Wilde	Rock Springs	8, Section 14	4,410	0	No Injury
37.	Gus Collins	Hanna	4, Section 9	4,403	0	No Injury

38.	Grover Wiseman	Superior	B,	Section	1	4,396	0	No Injury
39.	Leslie Low	Superior	D,	Section	2	4,354	0	No Injury
40.	Basil Winiski	Superior	B,	Section	5	4,186	0	No Injury
41.	M. J. Duzik	Reliance	7,	Section	3	4,011	0	No Injury
42.	Anthony B. Dixon	Superior	D,	Section	8	3,997	0	No Injury
43.	Ben Cook	Hanna	4,	Section	3	3,913	0	No Injury
44.	Albert Hicks	Superior	C,	Section	7	3,892	0	No Injury
45.	Harvey Fearn	Reliance	7,	Section	4	3,878	0	No Injury
46.	R. T. Wilson	Winton	3 & 7½,	Section	6	3,857	0	No Injury
47.	Angus Hatt	Rock Springs	8,	Section	13	3,836	0	No Injury
48.	Evan Reese	Reliance	1,	Section	2	3,794	0	No Injury
49.	Chas. Grosso	Reliance	1,	Section	1	3,780	0	No Injury
50.	Ben Caine	Superior	D,	Section	7	3,773	0	No Injury
51.	Paul Cox	Superior	D,	Section	5	3,752	0	No Injury
52.	Andrew Young	Rock Springs	8,	Section	4	3,724	0	No Injury
53.	Henry Bays	Superior	D,	Section	6	3,696	0	No Injury
54.	Steve Kauzlarich	Winton	3 & 7½,	Section	2	3,661	0	No Injury
55.	Joe Botero	Winton	3 & 7½,	Section	9	3,654	0	No Injury
56.	George Harris	Winton	1,	Section	7	3,654	0	No Injury
57.	Richard Haag	Superior	D,	Section	4	3,619	0	No Injury
58.	Clifford Anderson	Superior	C,	Section	4	3,612	0	No Injury
59.	D. M. Jenkins	Winton	3 & 7½,	Section	7	3,591	0	No Injury
60.	James Gilday	Winton	1,	Section	8	3,584	0	No Injury
61.	Arthur Jeanselme	Winton	1,	Section	4	3,584	0	No Injury
62.	John Valco	Winton	3 & 7½,	Section	8	3,584	0	No Injury
63.	Lawrence Welsh	Winton	1,	Section	2	3,584	0	No Injury
64.	Sylvester Tynsky	Winton	1,	Section	6	3,514	0	No Injury
65.	A. M. Strannigan	Winton	3 & 7½,	Section	3	3,444	0	No Injury
66.	John Peternell	Winton	1,	Section	3	3,374	0	No Injury
67.	Pete Marinoff	Winton	1,	Section	5	3,374	0	No Injury
68.	Adam Flockhart	Superior	C,	Section	1	3,332	0	No Injury
69.	Andrew Spence	Winton	3 & 7½,	Section	1	3,311	0	No Injury
70.	Ed. Christensen	Rock Springs	8,	Section	11	3,143	0	No Injury
71.	R. C. Bailey	Winton	3 & 7½,	Section	10	2,968	0	No Injury
72.	George Sprowell	Winton	3 & 7½,	Section	11	2,968	0	No Injury
73.	Harry Marriott	Rock Springs	8,	Section	8	2,877	0	No Injury
74.	Matt Marshall	Rock Springs	8,	Section	6	2,856	0	No Injury
75.	John Sorbie	Rock Springs	8,	Section	5	2,842	0	No Injury
76.	Thos. Edwards, Jr.	Winton	3 & 7½,	Section	4	2,821	0	No Injury
77.	John Krppan	Winton	1,	Section	9	2,758	0	No Injury
78.	Harry Faddis	Reliance	1,	Section	11	2,716	0	No Injury
79.	Homer Grove	Reliance	1,	Section	12	2,576	0	No Injury
80.	Chas. Gregory	Rock Springs	4,	Section	6	2,548	0	No Injury
81.	Evan Thomas	Rock Springs	8,	Section	3	2,492	0	No Injury
82.	Wilkie Henry	Winton	1,	Section	1	2,478	0	No Injury
83.	John Zupence	Rock Springs	8,	Section	2	2,471	0	No Injury
84.	Geo. Blacker	Rock Springs	8,	Section	16	2,464	0	No Injury
85.	Milan Painovich	Rock Springs	8,	Section	10	2,450	0	No Injury
86.	Roy McDonald, Jr.	Winton	1,	Section	10	2,408	0	No Injury
87.	John Cukale	Rock Springs	8,	Section	9	2,394	0	No Injury
88.	A. L. Zeiher	Reliance	1,	Section	14	2,394	0	No Injury
89.	Thos. Overy, Jr.	Rock Springs	8,	Section	15	2,282	0	No Injury
90.	J. Deru	Rock Springs	8,	Section	7	1,862	0	No Injury
91.	John Bastalich	Reliance	7,	Section	5	1,806	0	No Injury
92.	Wm. Benson	Reliance	7,	Section	6	1,533	0	No Injury
93.	Nick Conzatti, Sr.	Superior	D,	Section	1	525	0	No Injury
94.	James Herd	Winton	3 & 7½,	Section	5	2,758	1	2,758

(Continued on following page)

OUTSIDE SECTIONS

Section Foreman	District	Man Hours	Injuries	Man Hours Per Injury
1. Thomas Foster	Rock Springs	28,755	0	No Injury
2. E. R. Henningsen	Hanna	21,444	0	No Injury
3. William Telck	Reliance	16,170	0	No Injury
4. R. W. Fowkes	Winton	14,581	0	No Injury
5. Port Ward	Superior	23,520	1	23,520
TOTAL ALL SECTIONS, 1938		471,214	2	235,607
TOTAL ALL SECTIONS, 1937		709,066	7	101,295

Monthly Safety Awards

ALL mines were eligible to participate in the monthly cash awards for the month of February, and, because there were no injuries during the month the cash awards were doubled. The number of men in attendance at all meetings was very large. At Reliance it was necessary to hold the meeting in the High School gymnasium. Suits of clothes were awarded to Rock Springs Nos. 4 and 8, Winton No. 1, Superior "C" and "D" and Hanna No. 4 Mines for completing three or more consecutive months without an accident. An excellent picture, "The Power Within," made by the United States Bureau of Mines and The General Motors' Corporation, was shown at all meetings except Hanna. Mr. McAuliffe spoke at the Reliance meeting.

Meetings were held at Rock Springs, Winton, Reliance, Hanna and Superior on March 1, 2, 3, 5 and 7, respectively.

Following are the winners:

ROCK SPRINGS NO. 4 MINE

Veko Matilainen, First	$15.00
Robert Armstrong, Second	10.00
Victor Toth, Third	5.00
Reynold Bluhm, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Louis Hunt	$ 5.00
Mike Begovich, Jr.	5.00
Archie Armstrong	5.00
Pete Ferrero	5.00
Joe Tomsich, Sr.	5.00
Wm. Askey	5.00
James Reese (Unit Foreman)	5.00
Lester Williams (Unit Foreman)	5.00
	$40.00

ROCK SPRINGS NO. 8 MINE

August Bakka, First	$15.00
Leo Sylvestri, Second	10.00
Frank Cukale, Third	5.00
John Sorbie, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

John Kaminski, Jr.	$ 5.00
Ray Hakkila	5.00
John Lebar	5.00
John Randolph	5.00
Blaz Bernard	5.00
Joe Jelouchan	5.00
Matt Marshall (Unit Foreman)	5.00
Harry Marriott (Unit Foreman)	5.00
	$40.00

RELIANCE NO. 1 MINE

Thos. E. Robinson, First	$15.00
Geo. Varanakis, Second	10.00
John Borzago, Third	5.00
Chas. Grosso, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Fernand Marcy	$ 5.00
Franzy Adams	5.00
Valentine Kalan	5.00
Ernest Morrow	5.00
Bud Korogi	5.00
Don Palmer	5.00
Sam Canestrini (Unit Foreman)	5.00
W. E. Greek (Unit Foreman)	5.00
	$40.00

RELIANCE NO. 7 MINE

David Sharp, First	$15.00
John Fermelia, Second	10.00
John Tolar, Third	5.00
Wm. Benson, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Leo Poljanec	$ 5.00
John Steffan	5.00
Walter Clark	5.00
Alme Powell	5.00
Clarence Hoye	5.00
Sidney L. Case	5.00
Robt. Stewart (Unit Foreman)	5.00
Jack Reese (Unit Foreman)	5.00
	$40.00

WINTON NO. 1 MINE

Thos. McMillan, First	$15.00
Sylvester Cristelli, Second	10.00
Joe Cristando, Third	5.00
Pete Marinoff, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Stewart Tait	$ 5.00
Morris Seneshale	5.00
James Moon	5.00
Arvid Salmi	5.00
Glen Burnett	5.00
Jack Lebar	5.00
John Peternell (Unit Foreman)	5.00
John Krppan (Unit Foreman)	5.00
	$40.00

WINTON NO. 3 AND 7½ MINE

Wilfred Marceau, First	$15.00
Chas. Adams, Second	10.00
Edward Krause, Third	5.00
A. M. Strannigan, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Pete Tagnani	$ 5.00
Kenneth Mayer	5.00
Andrew Laine	5.00
Rudolph Krazovich	5.00
Joe L. Nelson	5.00
Nick Perich	5.00
John Valco (Unit Foreman)	5.00
D. M. Jenkins (Unit Foreman)	5.00
	$40.00

SUPERIOR "B" MINE

Ed. W. Hanking, First	$15.00
George Zampedri, Second	10.00
John K. Johnson, Third	5.00
F. L. Gordon, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Ernest Prevedel	$ 5.00
Eric Kuitunen	5.00
Nick Shyne	5.00
Tom Ferko	5.00
Henry Goddard	5.00
Gene Zambelli	5.00
Grove Wiseman (Unit Foreman)	5.00
Ed. Overy, Sr. (Unit Foreman)	5.00
	$40.00

SUPERIOR "C" MINE

Eino Kinnunen, First	$15.00
Fred Welsh, Second	10.00
Frank Subic, Third	5.00
Adam Flockhart, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

George Maki	$ 5.00
John Lenarcich	5.00
George Harbuck	5.00
Pete Radakovich	5.00
Frank Prevedel	5.00
Frank Likwartz	5.00
Lawrence Rock (Unit Foreman)	5.00
Carl A. Kansala (Unit Foreman)	5.00
	$40.00

SUPERIOR "D" MINE

Tony Proich, First	$15.00
Dan Amerson, Second	10.00
Roy Wylam, Third	5.00
Anthony B. Dixon, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Harold Braslin	$ 5.00
Angelo Pierantoni	5.00
Frank Naglich	5.00
Vance Ahlstrom	5.00
John Matiba	5.00
Paul Lamb	5.00
Ben Caine (Unit Foreman)	5.00
Richard Haag (Unit Foreman)	5.00
	$40.00

HANNA NO. 4 MINE

Emil Salo, First	$15.00
Joe Lucas, Second	10.00
Eli Huhtala, Third	5.00
Edward While, Unit Foreman	10.00
	$40.00

Additional Safety Cash Awards

Thos. Hemsley	$ 5.00
J. A. Huhtala	5.00
Hugh Brindley	5.00
John Rimmer	5.00
Ray Cheesebrough	5.00
Irvin McDaniel	5.00
Thos. Rimmer (Unit Foreman)	5.00
Frank Hearne (Unit Foreman)	5.00
	$40.00

Suits of clothes awarded: John Ord, Rock Springs No. 4 Mine; Thos. L. Armstrong, Rock Springs No. 8 Mine; George V. Sears, Winton No. 1 Mine; Mickey Jablin, Superior "C" Mine; James Maki, Superior "D" Mine and Ernest Bedford, Hanna No. 4 Mine.

Keep Your Name Off This List

The following men, on account of their having sustained a compensable injury during 1938, are ineligible to participate in the awarding of the grand prize—a new five-passenger automobile—which will be given at the close of the year:

Ben Dona, Winton
Reno Moretti, Superior.

Bulletin Boards

STATEMENT SHOWING NUMBER OF CALENDAR DAYS WORKED BY THE VARIOUS DEPARTMENTS OR MINES, SINCE THE LAST COMPENSABLE INJURY

FIGURES TO FEBRUARY 28, 1938

	Underground Employes Calendar Days
Rock Springs No. 4 Mine	144
Rock Springs No. 8 Mine	179
Reliance No. 1 Mine	77
Reliance No. 7 Mine	61
Winton No. 1 Mine	102
Winton No. 3 Mine	568
Winton No. 7½ Mine	47
Superior "B" Mine	161
Superior "C" Mine	180
Superior "D" Mine	465
Hanna No. 4 Mine	108

	Outside Employes Calendar Days
Rock Springs No. 4 Tipple	2,680
Rock Springs No. 8 Tipple	1,260
Reliance Tipple	1,096
Winton Tipple	2,880
Superior "B" Tipple	33
Superior "C" Tipple	3,154
Superior "D" Tipple	334
Hanna No. 4 Tipple	108

	General Outside Employes Calendar Days
Rock Springs	1,992
Reliance	150
Winton	2,477
Superior	2,749
Hanna	852

Resolve to do Your Part

THE notices printed below carry the approval of the National Safety Council in the many-sided campaign to stop the dreadful loss of life through automobile accidents.

In Wyoming, during 1937, 132 lives were taken by traffic accidents, hundreds of others were severely injured, many crippled for life, not omitting the immense property damage. Will you not do your part to make these accidents and the awful toll of life less frequent this year?

Stay Alive!

36,400 traffic deaths in 1935! 1,277,000 disabling injuries of which 107,000 were permanent! A stupendous economic cost of $1,600,000,000.00 in property damage, lost wages, and medical care!

Motor deaths outnumbering diphtheria deaths 10 to 1! Every year as many persons injured in highway accidents as live in the state of Nebraska!

These appalling figures, affecting every one of us, have goaded press and public to drastic action. Aroused editors are crowding front pages and editorials with startling headlines and pictures to stop the slaughter on our highways.

States and cities have joined hands in a national program to halt this needless loss of money and cruel waste of life. Everywhere thoughtful men and women are giving attention to this menace which is striking down their sons and daughters, fathers and mothers, friends and neighbors on every highway. They are examining their own driving habits for danger spots, recognizing that only as each of us becomes more careful, will our lives be safer.

Jaywalk, A Road to Death

About 6,000 persons in the United States jaywalk their way to death. They can't wait until they reach the intersection and the relative safety of traffic officers or signal lights. And so, by the thousands, they jaywalk their "last mile" to eternity.

Of the 37,000 motor vehicle fatalities in a recent year, 16,150 or nearly half, were pedestrians.

Safety rules for pedestrians emphasize the following tested recommendations:

1. Do not jaywalk.
2. Cross streets only at the intersection and then with caution.
3. At intersections, cross only with the signal light, never against it.
4. If there is no signal, look carefully in all directions and then proceed with caution.
5. Walk, do not run, across the street.
6. Do not walk in the streets and do not allow your children to play in the streets or alleys.
7. Face traffic when walking on rural highways.
8. When you are the driver and not the pedestrian, drive carefully.

BACKING is about *thirteen times as dangerous* as any other movement a car can make.

Are YOU *thirteen times as careful when you back up?*

Dr. McDermott Dinner Party

A testimonial dinner was given at a local cafe the evening of March 19th to Dr. B. V. McDermott, who has retired from the office of District Surgeon at Superior, and intends locating near Denver, Colorado. In attendance were all the doctors from nearby towns together with a number of coal officials and representatives of other industrial lines. Dr. Oliver Chambers was toastmaster of the pleasant little affair and called upon those present for brief talks, at the conclusion of which Dr. McDermott was presented with a handsome and commodious traveling bag with the best wishes of his many friends and acquaintances for success in his new location.

Poems for April

OUR choice of poems for April has been taken from "Selected Poems by Vachel (Nicholas Vachel) Lindsay," born at Springfield, Illinois, November 10, 1879, dying in December, 1931, and buried near the tomb of Abraham Lincoln, who had been Lindsay's life-long hero.

Lindsay wrote in a highly individualistic manner, his style syncopated verse, jazz-like in rhythm and of lyrical fervor. His formal education was obtained in Hiram College, Ohio, where he spent three years, leaving there to study art in New York and Chicago. Lindsay spent several winters lecturing for the Y. M. C. A., and in 1909-10 he served as travelling lecturer for the Anti-Saloon League.

As a young man, Lindsay believed most fervently in the mission of poetry, so much so that he undertook the revival of minstrelsy in America, travelling about the southern states as a "half vagrant," exchanging recitals of his verses for food and lodging. His life recalls Scott's "The Lay of the Last Minstrel."

"A wandering Harper, scorn'd and poor,
He begg'd his bread from door to door,
And tuned, to please a peasant's ear,
The harp a king had loved to hear."

This strange youth also published a pamphlet, "Rhymes to Be Traded for Bread," which he gave to those who sheltered him. Lindsay loved America, almost to chauvinism, and would have deemed it sufficient reward to lie near the dust of Lincoln.

As we published the poet's "The Raft" commemorative of Mark Twain, in October, 1924, we will only quote briefly from this, our first choice:

"But who is this in sweeping Oxford gown
Who steers the raft, or ambles up and down,
Or throws his gown aside, and there in white
Stands gleaming like a pillar of the night?
The lion of high courts, with hoary mane,
Fierce jester that this boyish court will gain—
Mark Twain!
The bad world's idol:
Old Mark Twain!

"He takes his turn as watchman with the rest,
With secret transports to the stars addressed,
With nightlong broodings upon cosmic law,
With daylong laughter at this world so raw.

"All praise to Emerson and Whitman, yet
The best they have to say, their sons forget.
But who can dodge this genius of the stream,
The Mississippi Valley's laughing dream?
He is the artery that finds the sea
In this the land of slaves, and boys still free.
He is the river, and they one and all
Sail on his breast, and to each other call.

"Come let us disgrace ourselves,
Knock the stuffed gods from their shelves,
And cinders at the schoolhouse fling.
Come let us disgrace ourselves,
And live on a raft with gay Mark Twain
And Huck and Jim
And the Duke and the King."

One of Lindsay's longest poems, "The Chinese Nightingale," dedicated to the poetess Sara Teasdale, was said to be, when read by the author, ravishingly beautiful with many softly carven lines of utter loveliness:

"We drank our tea in China beneath the sacred spice-trees,
And heard the curled waves of the harbor moan.
And this gray bird, in Love's first spring,
With a bright-bronze breast and a bronze-brown wing,
Captured the world with his caroling."

One of Lindsay's most curious offerings was his "General William Booth Enters Into Heaven," a blending rhyme, religion and ragtime. Sung to the tune of "The Blood of the Lamb, this verse was a prime favorite in certain quarters:

"GENERAL WILLIAM BOOTH ENTERS INTO HEAVEN"

(Bass drum beaten loudly.)

"Booth led boldly with his big bass drum—
(Are you washed in the blood of the Lamb?)
The Saints smiled gravely and they said: 'He's come.'
(Are you washed in the blood of the Lamb?)
Walking lepers followed, rank on rank,
Lurching bravos from the ditches dank
Drabs from the alleyways and drug fiends pale—
Minds still passion-ridden, soul-powers frail:—
Vermin-eaten saints with moldy breath,
Unwashed legions with the ways of Death—
(Are you washed in the blood of the Lamb?)

(Banjos.)

"Every slum had sent its half-a-score
The round world over. (Booth had groaned for more.)
Every banner that the wide world flies
Bloomed with glory and transcendent dyes.
Big-voiced lasses made their banjos bang,
Tranced, fanatical they shrieked and sang:—
'Are you washed in the blood of the Lamb?'
Hallelujah! It was queer to see
Bull-necked convicts with that land make free.
Loons with trumpets blowed a blare, blare, blare
On, on upward through the golden air!
(Are you washed in the blood of the Lamb?)

(Bass drum slower and softer.)

"Booth died blind and still by faith he trod,
Eyes still dazzled by the ways of God.
Booth led boldly, and he looked the chief
Eagle countenance in sharp relief,
Beard a-flying, air of high command
Unabated in that holy land.

(Sweet flute music.)

"Jesus came from out the court-house door,
Stretched his hands above the passing poor.
Booth saw not, but led his queer ones there
Round and round the mighty court-house square.
Then, in an instant all that blear review
Marched on spotless, clad in raiment new.
The lame were straightened, withered limbs uncurled
And blind eyes opened on a new, sweet world.

(Bass drum louder.)

"Drabs and vixens in a flash made whole!
Gone was the weasel-head, the snout, the jowl!
Sages and sibyls now, and athletes clean,
Rulers of empires, and of forests green!

(Grand chorus of all instruments. Tambourines to the foreground.)

"The hosts were sandalled, and their wings were fire!
(Are you washed in the blood of the Lamb?)
But their noise played havoc with the angel-choir.
(Are you washed in the blood of the Lamb?)
Oh, shout Salvation! It was good to see
Kings and Princes by the Lamb set free.
The banjos rattled and the tambourines
Jing-jing-jingled in the hands of Queens.

(Reverently sung, no instruments.)

"And when Booth halted by the curb for prayer
He saw his Master thro' the flag-filled air.
Christ came gently with a robe and crown
For Booth the soldier, while the throng knelt down.
He saw King Jesus. They were face to face,
And he knelt a-weeping in that holy place.
Are you washed in the blood of the Lamb?"

Lindsay's religion was "neither cabined nor confined." He wrote as a Jew would, a rhyme for all Zionists, singing of Queen Esther and how she conquered King Ahasuerus. We quote the concluding verse.

"And in the logic of the skies
He who keeps Israel in his hand,
The God whose hope for joy on earth
The Gentile yet shall understand,
Through powers like Esther's steadfast eyes
Shall free each little tribe and land."

As his "William Booth" was written for the Salvationists, he gave his "In the Immaculate Conception Church" to the Roman Catholics:

"IN THE IMMACULATE CONCEPTION CHURCH"

"Hunted by friends who think that life is play,
Shaken by holy loves, more feared than foes,
By beauty's amber cup, that overflows,
And pride of place that leads me more astray:—

"Here I renew my vows, and this chief vow—
To seek each year this shrine of deathless power,
Keeping my springtime cornland thoughts in flower,
While labor-gnarled gray Christians round me bow.

"Arm me against great towns, strong spirits old!
St. Francis keep me road-worn, music-fed.
Help me to look upon the poorhouse bed
As a most fitting death, more dear than gold.

"Help me to seek the sunburned groups afield,
The iron folk, the pioneers free-born.
Make me to voice the tall men in the corn.
Let boyhood's wildflower days a bright fruit yield.

"Scourge me, a slave that brings unhallowed praise
To you, stern Virgin in this church so sweet,
If I desert the ways wherein my feet
Were set by Heaven, in prenatal days."

One of Lindsay's most highly spiritualized efforts was his "Abraham Lincoln Walks at Midnight" which even though we published same in February, 1928, is worthy of a further reproduction:

"ABRAHAM LINCOLN WALKS AT MIDNIGHT"

"It is portentous, and a thing of state
That here at midnight, in our little town
A mourning figure walks, and will not rest,
Near the old court-house pacing up and down.

"Or by his homestead, or in shadowed yards,
He lingers where his children used to play,
Or through the market, on the well-worn stones
He stalks until the dawn-stars burn away.

"A bronzed, lank man! His suit of ancient black,
A famous high top-hat and plain worn shawl
Make him the quaint great figure that men love,
The prairie-lawyer, master of us all.

"He cannot sleep upon his hillside now.
He is among us:—as in times before!
And we who toss and lie awake for long
Breathe deep, and start, to see him pass the door.

"His head is bowed. He thinks on men and kings.
Yea when the sick world cries, how can he sleep?
Too many peasants fight, they know not why,
Too many homesteads in black terror weep.

"The sins of all the war-lords burn his heart.
He sees the dreadnaughts scouring every main.
He carries on his shawl-wrapped shoulders now
The bitterness, the folly and the pain.

"He cannot rest until a spirit-dawn
Shall come;—the shining hope of Europe free:
The league of sober folk, the Workers' Earth,
Bringing long peace to Cornland, Alp and Sea.

"It breaks his heart that kings must murder still,
That all his hours of travail here for men
Seem yet in vain. And who will bring white peace
That he may sleep upon his hill again?"

Another Lincoln poem that might have been called "Mothers of Men" is the poet's "Nancy Hanks, Mother of Abraham Lincoln."

"A sweet girl graduate, lean as a fawn,
The very whimsy of time,
Read her class poem Commencement Day—
A trembling filigree rhyme.

"The pansy that blooms on the window sill,
Blooms in exactly the proper place;
And she nodded just like a pansy there,
And her poem was all about bowers and showers,
Sugary streamlet and mossy rill,
All about daisies on dale and hill—
And she was the mother of Buffalo Bill.

"Another girl, a cloud-drift sort,
Dreamlit, moonlit, marble-white,
Light-footed saint on the pilgrim shore,
The best since New England fairies began,
Was the mother of Barnum, the circus man.

"A girl from Missouri, snippy and vain,
As frothy a miss as any you know,
A wren, a toy, a pink silk bow,
The belle of the choir, she drove insane
Missouri deacons and all the sleek,
Her utter tomfoolery made men weak,
Till they could not stand and they could not speak.
Oh, queen of fifteen and sixteen,
Missouri sweetened beneath her reign—
And she was the mother of bad Mark Twain.

"Not always are lions born of lions,
Roosevelt sprang from a palace of lace;
On the other hand is the dizzy truth:
Not always is beauty born of beauty.
Some treasures wait in a hidden place.
All over the world were thousands of belles,
In far-off eighteen hundred and nine,
Girls of fifteen, girls of twenty,
Their mammas dressed them up a-plenty—
Each garter was bright, each stocking fine,
But for all their innocent devices,
Their cheeks of fruit and their eyes of wine,
And each voluptuous design,
And all soft glories that we trace
In Europe's palaces of lace,
A girl who slept in dust and sorrow,
Nancy Hanks, in a lost log cabin,
Nancy Hanks had the loveliest face!"

Lindsay went down in the silence of defeat, having failed in his mission of trying to create a revival of poetic appreciation. In a sense he was akin to Walt Whitman and his patron Emerson. Born and brought up on Main Street, next door to the official mansion of the governor of Illinois, his parents pillars of church and community, the poet showed a certain defiance toward the materialistic, though a wife and children brought an end to his vagabondage. The poet's whimsical humor led him far afield, and perhaps it might be said of him that after all, he was a product of the age.

There is another little poem that seems very appropriate for April, and while it breathes an air of nostalgia, there is no man or woman who came from other lands than England, who cannot well apply the sentiments expressed to the land of their own birth, whether they came from Europe or our own New England, our eastern or southern states:

"OH, TO BE IN ENGLAND"

By Vilda Sauvage Owens

"The little lanes of England,
From Cumberland to Kew,
Are dressing up for Spring
In the April dew.
Kingcups, daffodils,
Tall yellow broom,
Will mark the road to London in a
Blaze of bloom.
Oh, the red cliffs of Devon
And the white cliffs of Kent,
And the breath of the Downs
And the wild, sweet scent
Of thyme in the rain,
When the wind blows over
From the Wolds to the Weald, on its
Way to Dover!
There's a wild briar-rose
And a blue harebell
In a little green lane
By Robin Hood's Well,
And down by the pool
Is a pink hedgerow.
There'll be poppies through the corn
Where the buttercups go.
Oh, it's wild on the moor,
Where the swift Dart flows.
And it's bare on the hills
And a bleak wind blows.
But the April fairies
And the elves, of course,
Are making coats of heather and
Gowns of gorse.
Dove Nest, Watersmeet,
Canterbury Town,

God's Hill, Fairy Cross,
Little Berry Down—
Dear names of melody,
Soft as prayer.
There's love in the English lanes, and—
April's there."

Obituary—Harry Sanger

Harry Sanger, 59, a carpenter employed at our Superior mines, died at the Wyoming General Hospital on February 15th, of meningitis. Services were held at the grave February 25th.

March 2nd, Mrs. Sanger, his widow, succumbed to a similar malady. Private grave-side service was held March 4th, with interment in the Mountain View Cemetery.

Mr. Sanger was born at Longton, Kansas, March 17, 1878, and he had been employed at Superior since 1925.

Surviving are four married daughters. The deceased were universally liked and respected by their fellow citizens, and the entire community extends sincere sympathy to the bereaved family.

The United States leads the world in the use and ownership of automobiles, with one vehicle to every 4.5 persons, New Zealand and Hawaii tied for second place, one car to every seven persons, and Canada next one auto for every 8.9 persons.

The U. P. Stores, Basket Ball Team

Items have appeared in our Magazine upon occasion referring to the famed basket ball team named "The U. P. Stores." The Captain is No. 1, Frank Larrabaster; the Sponsor, Mr. E. R. Jefferis, Manager of our Company Stores, at extreme right, top row.

The other players are, top row, from left: Wm. Matthews, George Schmidt, Larrabaster, Elmer, and Bertagnolli. Bottom row, from left, Hudacko, Larrabaster. Dickson, Toucher.

The team put up some good stiff battles in the City League and at the close of the season reached second place, following which they journeyed to Laramie to the State A. A. U., and, running up against stiffer and more seasoned company, they met with defeat.

Community Council Activities During the Year 1937

We take pleasure in presenting herewith the financial statements of the various Community Councils for the year 1937. The Community Councils did splendid work during 1937 and in nearly every case have a substantial balance on hand. The names of the officers of the various Councils are also shown.

RECEIPTS AND EXPENDITURES ROCK SPRINGS COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1937

RECEIPTS

Balance on hand January 1, 1937	$ 393.45
Interest on Savings Account	5.61
The Union Pacific Coal Company	300.00
First Aid Banquet	102.00
Parent-Teachers Association	72.40
Girl Scouts	16.15
Dance	8.00
Hall Rent	88.50
Local Union No. 2174	10.00
Local Union No. 2309	10.00
Miscellaneous	.31
TOTAL	$1,006.42

EXPENDITURES

Equipment	$ 101.30
Girl Scouts	78.20
Banquets	75.64
Boy Scouts	36.40
Flowers	29.00
Council Parties	25.48
Music for Parties	45.00
Parent-Teachers Association	72.40
Care of Hall	45.25
Cancer Drive Donation	5.00
Children's May Day Party	7.09
Christmas Party	144.69
Miscellaneous	18.37
Balance on hand December 31, 1937	322.60
TOTAL	$1,006.42

OFFICERS FOR THE YEAR 1938

President.....Rudy Kucheli
Vice-President.....Chester Roberts
Secretary.....Mrs. A. J. Hatt
Treasurer.....T. J. O'Farrell

RECEIPTS AND EXPENDITURES RELIANCE COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1937

RECEIPTS

Balance on hand January 1, 1937	$ 46.89
The Union Pacific Coal Company	240.00
Rents	22.00
Card Parties	40.55
Dances	132.25
Staff Men for Christmas Treat	87.50
TOTAL	$569.19

EXPENDITURES

Bungalow Lease	$ 1.00
Cancer Drive	5.00
Boy Scouts—Camp, Etc.	41.00
Girl Scouts—Material and Camp	29.45
Dances, Benefits and Advertising	139.67
Card Parties	45.75
Flowers	1.25
Teachers Receptions	5.10
Marble Tourney	4.12
Playground Equipment for Summer Use	103.16
Donations to Old Men, Widows and Sunday Schools	37.00
Gifts and Baskets for Christmas	17.00
Christmas Treat for Children	87.50
Secretary	12.00
Bank Tax	3.00
Balance on hand December 31, 1937	37.19
TOTAL	$569.19

OFFICERS FOR THE YEAR 1938

President.....Mrs. John Meeks
Vice President.....Mrs. Geo. Flew
Secretary-Treasurer.....Mrs. J. B. Fearn

RECEIPTS AND EXPENDITURES WINTON COMMUNITY COUNCIL YEAR ENDING DECEMBER 31, 1937

RECEIPTS

Balance on hand January 1, 1937	$374.00
The Union Pacific Coal Company	240.00
Interest from Savings Account	7.36
Local Union No. 3830	204.00
Monthly Men	28.00
Refunds from Donations	28.50
Rent from Community Building	18.75
TOTAL	$900.61

EXPENDITURES

Tax on Checks	$ 3.50
Tuning Piano	5.00
New Curtains and Cleaning Community Building	17.05
Donation to Girl Scouts	27.00
Annual Rental of Hall	1.00
School Picnic and Hallowe'en Party	27.58
Donation to Local Union No. 3830 for Labor Day Celebration	25.00
Donation to American Society for the Control of Cancer	10.00
Donation to Cathedral Home for Children, Laramie	10.00
Donation to Wyoming Children's Home, Cheyenne	10.00
Donation to Wyoming Tuberculosis Association	5.00
Christmas Treat	330.88
Miscellaneous	1.00
Balance on hand December 31, 1937	427.60
TOTAL	$900.61

OFFICERS FOR THE YEAR 1938

President.....H. T. Lunn
Vice President.....Fred Clark
Secretary-Treasurer....Mrs. Thomas J. Dodds

RECEIPTS AND EXPENDITURES
SUPERIOR COMMUNITY COUNCIL
YEAR ENDING DECEMBER 31, 1937

RECEIPTS

Balance on hand January 1, 1937	$517.03
The Union Pacific Coal Company	240.00
Use of Club House Dishes	41.81
TOTAL	$798.84

EXPENDITURES

Playground Equipment	$400.00
Red Cross (Flood Relief)	20.00
Scout Registration Fees	30.00
Tuning Pianos (Church and Club House)	10.00
Christmas Treat	25.00
General Expenses for Club House	26.36
Balance on hand December 31, 1937	287.48
TOTAL	$798.84

OFFICERS FOR THE YEAR 1938

President.....L. E. Harris
Vice President.....Mrs. W. H. Richardson
Secretary-Treasurer.....J. H. Haueter

RECEIPTS AND EXPENDITURES
HANNA COMMUNITY COUNCIL
YEAR ENDING DECEMBER 31, 1937

RECEIPTS

Balance on hand January 1, 1937	$232.29
Interest on Savings Account	3.04
The Union Pacific Coal Company	300.00
Organizations and Business Houses	181.00
Transfer from Rental Account	20.00
Rental Account	82.00
TOTAL	$818.33

EXPENDITURES

Donations for Relief	$ 27.50
Christmas Donations for Relief	90.00
Christmas Entertainment Expenses	256.39
Equipment and Upkeep of Building	170.47
Supplies and Expenses for Socials	28.24
Transfer to General Fund	20.00
Miscellaneous	12.62
Balance on hand December 31, 1937	213.11
TOTAL	$818.33

OFFICERS FOR THE YEAR 1938

President.....Mrs. Lynn Smith
Vice President.....Charles Mellor
Secretary.....Mrs. Harry Sorenson
Treasurer.....Mrs. Esther Finch

Churches

Rev. H. M. Kellam has just received an appointment as Rector of St. Mark's Episcopal Church at Hanna, and has taken up his abode there with his wife and children.

Rev. E. L. Tull, of Buffalo, Wyoming, has accepted the pastorate of the Episcopal Church at Rock Springs, vice Rev. Herald C. Swezy, now located at Garden City, Long Island, and will move here shortly before April 1st.

Many years ago at a meeting in Sheffield to further the candidature for Parliament of the late Ashmead Bartlett, Mr. Bartlett was answering a question at some length, when a heckler arose and demanded a plain answer—yes or no.

"But I can't answer yes or no to this question," replied the candidate. "There are some questions to which it is impossible to answer yes or no, and this is one."

"That isn't so," returned the heckler. "You can answer yes or no to any question."

"In that case," came the rejoinder, "answer me this question: Are you as big a fool as you look? Come, sir—yes or no?"

• Engineering Department •

Small Diesel Engines Rapidly Becoming Efficient Power Units*

By C. E. SWANN

FORTY years ago, the Diesel engine was a new thing in the world of engineering and power. Its principle was revolutionary and its promise was great, but no one quite knew how wide its uses would eventually become.

The Diesel engine was invented by Dr. Rudolph Diesel in Germany in 1892. The first engines were not very successful and were not built on a commercial basis until about 1898. The early Diesels of 30 years ago were very heavy and of very slow speed. They were, therefore, very expensive power producers and occupied considerable space.

In recent years, the speed of Diesels has been greatly increased, thus reducing the weight per horsepower, which is a great advantage, both as to cost and the amount of space required. The present-day so-called slow-speed Diesel operates at from 125 to 250 R. P. M., and the high-speed engine operates at 500 to more than 1,000 R. P. M.

The Diesel-electric plants are found very economical for office buildings, hotels, stores, and manufacturing plants. In fact, they are adapted to many different points where electric current is used. Where the demand load is uniform, and particularly where the demand continues through the night, the savings are quite remarkable.

Where a plant has a high peak load for short periods, the engine has to be designed large enough to take care of the peak load. Under these conditions, the Diesel is generally not economical. However, as one engineer recently stated, he never had seen a Diesel-electric plant that did not have serious difficulties to overcome which required careful designing of the plant.

Where elevator or other motors are on the circuit, care has to be used to avoid a flicker on the lighting circuit. This is generally done by providing a separate circuit for lighting and protecting it against flicker by other means.

At New York, in December, 1936, where a meeting at the Exposition of Power and Mechanical Engineering was held, it was clearly shown that the engine had made extensive advances in many fields. As the 40th anniversary of its introduction was marked, speaker after speaker hailed it as something that had ushered in a new era.

Dr. Rudolph Diesel, the German engineer who developed the engine, never lived to see its possibilities fully exploited. His death came in the English Channel in 1913 when he fell overboard while crossing between Antwerp and Harwich, England. More than a decade before that, he had built his first engine and was almost killed when it exploded in his face. The accident pleased him, however, because, as he explained later, "I knew then just what I wanted to know—I had proved that air could be compressed and heated so highly that when oil was injected there would be an explosion without any spark."

And that was the basic scientific principle which, in later years, was to make his engine such an important factor in the industrial world. At the Engineering Exposition in New York, it was declared that Diesel power was on the threshold of still wider use on land, sea, and in the air. Industries dependent on power have come to realize that Diesel's internal-combustion idea is capable of many things, not the least of which is that it substantially reduces fuel costs.

The energy-creating explosions of the simple form of Diesel engine are brought about in the following manner:

(1) With the descending stroke of the pistons clean air is drawn into the cylinder.
(2) On the upward stroke of the pistons the clean air is compressed at high pressure and consequent high temperature.
(3) When the piston is at approximately the end of the stroke oil (or pulverized fuel) is forced into the cylinder in atomized form.
(4) The oil or other fuel is ignited by reason of the high pressure of the compressed air, creating an explosion, the expanding gases forcing the piston downward, this cycle continuously repeated.

The four-cycle engine returns but one effective stroke in two revolutions of the crankshaft, and a uniform torque is obtained by the use of a number of cylinders. Many variations of this type of engine exist.

The Diesel engine has found its way into many fields of service. They are used as stationary and marine engines, railroad locomotives on the fastest

*Pathfinder and other sources.

of America's streamlined trains, gave power to the giant Hindenburg dirigible, used in trucks and busses and in the near future, engineers expect Diesel engines will be used for huge airplanes carrying as many as 300 passengers, for work on the farms, and even for automobiles.

Recent developments in Diesel-power plant manufacture have renewed speculation in automotive trade circles regarding the possibility of early adaptation of the oil-burning engine to passenger cars on a volume production basis. Not long ago a Diesel-powered auto was driven from Los Angeles to New York at a total fuel cost of only $7.63.

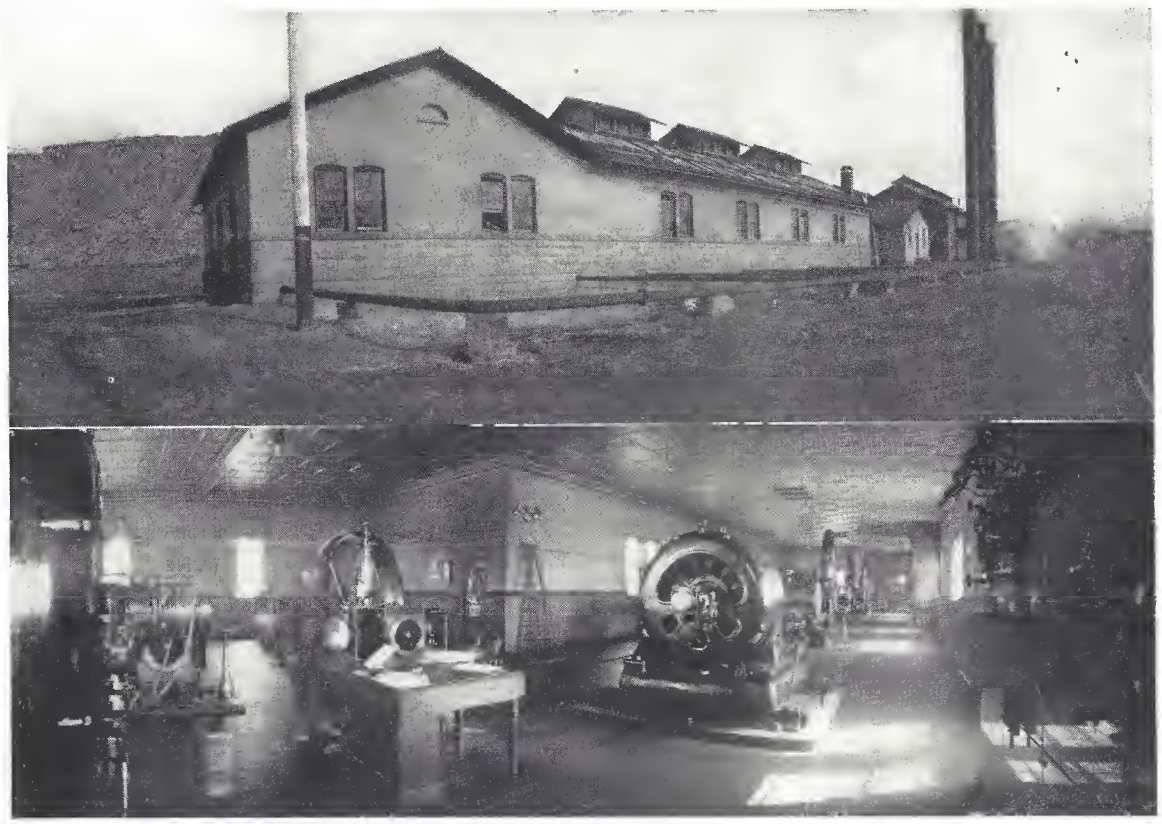
One of the greatest obstacles to the use of a Diesel-type engine in privately-owned passenger cars appears to have been overcome by General Motors in reducing the weight per horsepower ratio as the result of experiments that have been under way for several years.

These experiments had their culmination in General Motors' recent formal introduction of Diesels of various sizes and horsepower, and despite the announcement that their adaptation to privately-owned passenger vehicles was not immediately contemplated, trade circles generally believe the time is much nearer as a direct result of the accomplishments of General Motors engineers.

Lower priced brackets for oil-burning cars did not materialize in England when the Citroen Company's British unit introduced a Diesel-engined car

(Please turn to Page 164)

An Early Day Power Plant



Through the kindness of "Dan" D. Potter, Foreman, Southern Wyoming Utilities Company, we are able to present two photographs of the vintage of 1901, and, while the old adage, "age does not wither nor custom stale," does not hold good in this case, it was the belief of ye Editor they might prove of interest to early-day employes.

The building bearing on its roof the sign, "Union Pacific Coal Company, Mine No. 10," was "L" shaped, and just easterly was the hoist house and boiler plant. After the withdrawal of the company from selling coal commercially, in 1917, Mr. Calvin, then Vice President, gave orders resulting in the obliteration of the sign.

The interior photo shows Paul Paulson (now with the Labor Journal, Cheyenne) reading at the desk, Joe Marushack (deceased) standing next to him.

There were then in use two General Electric alternators, three Corliss Ball engines, two switchboards, etc. Over the large flywheel left, may be seen hanging from the beam a carbon lamp, other lights about the building being bulbs.

WYOMING COAL PRODUCTION,
Years 1936 and 1937 Compared

The following advance figures covering coal production in Wyoming for the year 1937 compared with the year 1936 have just been released by the State Inspector of Coal Mines, Mr. Hugh McLeod

	1936	*1937*
Number of counties producing coal	14	16
Number of mines in operation reported	105	108
Number of mines not reported that have been inspected	18	25
Number of men employed inside	3,807	4,006
Number of men employed outside	944	990
Total number of men employed	4,751	4,996
Tons of coal undercut with machine	5,448,057.06	5,423,407.18
Tons of coal mined by hand	342,963.19	526,822.63
Total production	5,791,020.25	5,950,229.81
Increase in output over 1936 (2.74%)		159,209.56
Number of mining machines	260	292
Number of coal loading devices	291	319
Average days in operation, all mines	172.47	173.85
Average days in operation, railroad mines	206.51	192.74
Number of fatal accidents	16	9
Number of non-fatal accidents	263	241
Tons of coal produced per fatal accident	361,938.76	661,136.64
Tons of coal produced per non-fatal accident	22,019.08	24,689.75
Number of employes per fatal accident	296.93	555.11
Ratio of fatal accidents per 1,000 employes	3.36	1.8
Number of employes per non-fatal accident	18.06	20.73
Ratio of non-fatal accidents per 1,000 employes	55.36	48.29
Pounds of black powder used	370,165.00	416,082.50
Pounds of permissible and dynamite used	1,223,083.50	1,148,995.00
Tons of coal produced per pound of powder	3.63	3.8
Tons of coal produced by mechanical means	5,330,497.10 (92.04%)	5,474,932.65 (92.01%)

COAL PRODUCTION BY COUNTIES, YEARS 1936 AND 1937

County	*Tons, 1936*	*Tons, 1937*	*Increase*	*Decrease*
Sweetwater	3,584,496.23	3,641,889.55	57,393.32	
Lincoln	496,720.69	560,081.87	63,361.18	
Uinta	15,951.94	16,520.15	568.21	
Carbon	604,375.65	654,957.70	50,582.05	
Hot Springs	231,724.89	231,864.40	139.51	
Converse	10,771.25	13,298.00	2,526.75	
Natrona	4,132.83	3,577.50		555.33
Weston	358.00	679.00	321.00	
Fremont	47,866.76	47,396.77		469.99
Park	671.66	719.00	47.34	
Johnson	10,842.10	11,832.25	990.15	
Crook	——	450.00	450.00	
Sheridan	668,514.25	651,664.07		16,850.18
Big Horn	1,012.00	839.30		172.70
Campbell	113,582.00	114,347.25	765.25	
Teton	——	113.00	113.00	
TOTAL	5,791,020.25	5,950.229.81	159,209.56	
Per Cent Increase			2.74%	

The first statement shows an increase in the number of mines from 105 to 108, the total number of men employed increasing from 4,751 to 4,996. The production increased 159,209.56 tons or 2.74 per cent, while the average number of days worked all mines increased from 172.47 to 173.85.

The accident record shows an improvement with the fatalities decreasing from 16 to 9, or 43.7 per cent, and the number of non-fatal accidents decreasing from 263 to 241, or 8.36 per cent.

The second table shows increased production in all counties except Natrona, Fremont, Sheridan and Big Horn with two counties not producing in 1936, Teton and Crook, again added to the list.

Diesel Engines

(Continued from page 162)

as a stock type. The oil-burning car actually was listed at around $450 more than the same type powered with the conventional gasoline engine, but, with the advance made in design and production of the small, lighter-weight Diesels and the engineers' great progress in overcoming the smoke and cold weather starting problems involved in this type of combustion engine, it is believed their application to the popular type of automobile is a simple matter, but sales authorities are not as optimistic. They see many difficulties ahead, some of which might be overcome by offering would-be motor car purchasers the option of Diesel or conventional type gasoline power plants.

The question of providing fuel supply facilities and equipment for servicing cars powered with Diesel engines delays their general introduction. There is also the matter of the many millions of gasoline-driven cars that still have several years of useful operation ahead, which presents a major problem of replacement when the large number of used cars on hand is considered.

Sales engineers have no doubt about the appeal of cars using the inexpensive fuel oil. It is argued that an increased demand for fuel oil would increase its cost and bring the same taxes that now are assessed upon motor car gasoline, but the automotive industry points out that its price could not parallel that of gasoline because it requires nothing like the refining processes of the latter.

There are many arguments for and against Diesel engines in stock cars on a commercially practicable basis. Most of the engineers working on other types of power than Diesel or gasoline believe the major problem is that of replacing the millions of gasoline-driven vehicles now in use.

Coal Here, There, and Everywhere

AN official of a prominent Scottish coal concern recently delivered a lecture before a large audience of miners, in which he made the statement that "no industry in the country was subjected to so much interference by legislation as that of mining. Since 1860, there had been nine Royal Commissions, thirty Committees of Inquiry, and over thirty Acts of Parliament, dealing with the industry, and it looked as if the spate of legislation had not yet abated."

We, too, had our share—the Fact Finding Commission, the Guffey Law, and so on down a long line.

"Ed." J. McVann, an early-day employe of the Union Pacific Railroad at Omaha, and for many years past handling cases in connection with freight rates before the Interstate Commerce Commission, at Washington, died at the emergency hospital in that city January 30th. He had a wide knowledge of rates and matters in general pertaining to traffic.

The annual meeting of the Utah Coal Operators' Association will convene at Salt Lake City April 6.

General Manager "Newt" Bayless and wife are receiving congratulations from their numerous friends upon the birth of a fine bouncing boy, who arrived upon the scene early in March.

George F. Getz, 72, of Chicago, died at Miami, Florida, February 11th. He had been Chairman of the Board of the Globe Coal Company, and prominent in many other undertakings. At his summer home on Lake Michigan he maintained a wonderful zoo, and invitations to his outings for coal men and friends in other lines to that place were eagerly sought. He was an entertainer par excellence.

Easter

THIS year, upon April 17th, is the annual festival observed throughout Christendom in commemoration of the resurrection of Jesus Christ. Easter, the name, like the days of the week, is a survival from the old Teutonic mythology, being derived from EASTRE or OSTARA, the Anglo-Saxon goddess of Spring, to whom the month answering to our April (called EOSTUR-MONATH) was dedicated.

The Encyclopedia Britannica tells us that:

"Easter is the first Sunday after the full moon following the vernal equinox, varying according to longitude. A further difficulty occurred in the attempt to fix the correct time of Easter by means of cycles of years, when the changes of the sun and moon more or less exactly repeat themselves. At first, an eight years' cycle was adopted, but it was found to be faulty. Then the Jewish cycle of 84 years was used, and remained in force at Rome till the year 457, when a more accurate calculation of a cycle of 532 years, invented by Victorius of Aquitaine, took its place. Ultimately a cycle of 19 years was accepted, and it is the use of this cycle which makes the Golden Number and Sunday Letter necessary (explained in the preface to the Book of Common Prayer). Owing to this lack of decision as to the accurate finding of Easter, St. Augustine tells us that, in the year 387, the churches of Gaul kept Easter on the 21st day of March, those of Italy April 18th, and those of Egypt on the 25th of April; and it appears from a letter of Leo the Great that in 455 there was a difference of eight days between the Roman and the Alexandrine Easter."

"Where's your pencil, Alf?"

"Ain't got one, teacher."

"How many times have I told you not to say that? Listen: I haven't got one, you haven't got one, we haven't got one, they haven't got one—"

"Well, where are all the pencils?"

Ye Old Timers

Membership of Old Timers Association Increasing

A check has been completed of our men who will this year attain twenty years' service, enabling them to become members of that great organization—the Old Timers. From present indications, there will be 727 names on the 1938 roster, an increase of sixteen over the previous year.

Due to the fact that a large number of our men drop out of the Company employ, go farming, accept work from other producers, move to various locations, and give no inkling of their intentions, we have reluctantly erased some twenty names from the membership list, some of whom have been away five or six years.

Already in 1938, we have had to record the death of five, while in the year just ended, there were seven who passed on to that great realm, making a grand total of 139 deaths at the close of 1937 since the organization was effected.

There will be at least eight men reach the forty-years list, entitling them to be recipients of the much-coveted gold membership button, and their names added to the growing club of Life members.

The forthcoming Reunion will be the fourteenth, and it is none too early to formulate your plans to arrange to be in attendance thereat.

Mother of Old Timer Passes Away

Mrs. Ann Fulton Roberts, mother of Morgan F. and Chester M. Roberts, passed away at her home, 1030 Pilot Butte Avenue, on March 15th. She was born at Merthyr-Tydvil, Wales, in 1873, and had resided in Rock Springs forty years. She was an early member of the local First Baptist Church and active in Ladies Aid and other work connected therewith for many years.

Survivors are the two sons above mentioned, two daughters (Mrs. Sarah Horton and Millicent Roberts), a brother, David Fulton (Pennsylvania), and two sisters (Mrs. M. A. Williams and Mrs. Margaret Powell of this city) and eight grandchildren.

The sympathy of the entire community is extended to the bereaved family in their time of sorrow.

The funeral was held March 17th from the Baptist Church, Rev. Blunt officiating, with interment in Mountain View Cemetery.

August Gras Passes On

August Gras, born Villagrove, Pennsylvania, January 4, 1880, died at Evanston State Hospital February 27th, following a brief illness.

Mr. Gras first entered the service of our Company in Mine No. 3 here in 1892, and, barring several years employment with the Central Coal & Coke Company in this district, has been steadily on Union Pacific payrolls for practically 37 years. He was a member of the Old Timers' Association.

His schooling was obtained at Lamar, Colorado.

To mourn his sad taking off, he leaves the following survivors, his mother, two sisters and five brothers, to whom is extended sincere sympathy.

The funeral service was held at a local chapel on the afternoon of March 3rd, with Rev. Keenan Sheldon officiating, interment being in Mountain View Cemetery.

Sixteenth Anniversary—The Union Pacific Coal Company Band

On Friday evening, February 25th, at the Old Timers' Building, there was celebrated the Sixteenth anniversary of The Union Pacific Coal Company Band, a well-balanced concert of one hour's duration holding the large audience in good humor, following which a dance was enjoyed to the fullest extent, the snappy numbers of which were furnished by Ike Oja and his orchestra.

The "old Maestro," Jim Sartoris, was in fine fettle, and each and every one of his 45 musicians acquitted himself very creditably in the difficult program, which is shown below:

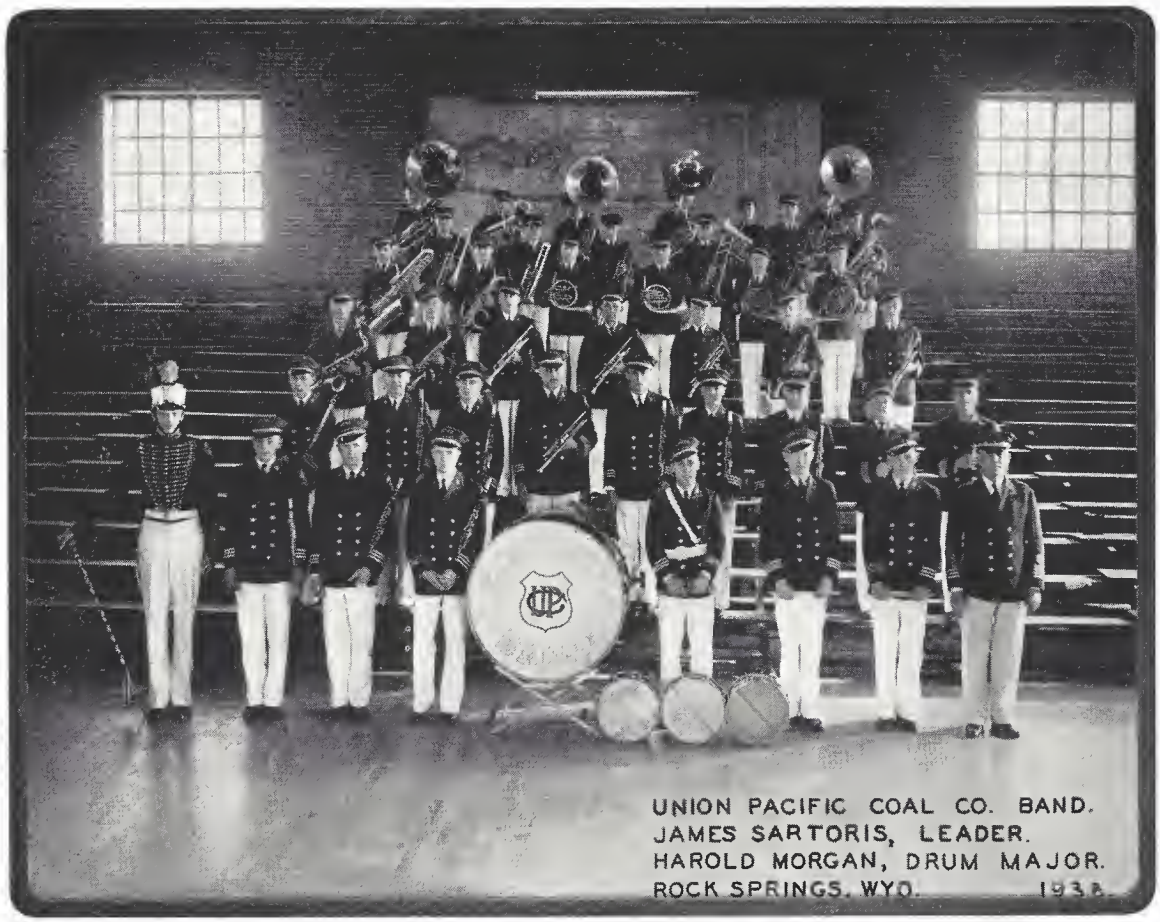
March, "Hail to the Spirit of Liberty".....*Sousa*
Selection, "Lohengrin" .....*Wagner*
"Alexander's Ragtime Band".....*Berlin*
"Ballet Egyptian," Nos. 1, 2, 4.....*Luigini*
March, "Guiding Star".....*Steiberitz*
"Soul of the Serf".....*Smith*

Trombone Solo by John Kovach

"Blowing the Blues".....*Yoder*
"Remembrances of Scotland".....*Godfrey*
March, "Hands Across the Sea".....*Sousa*

The personnel of this talented organization follows:

James Sartoris, Director.
Harold Morgan, Drum Major.
Piccolo—Paul Sheffer, Thomas Hall, Jr.
E flat clarinet—Tony Rukavina.
B flat clarinet—Ike Oja, Ray Mattonen, Bobby Dodds, Leno Ceretto, Charles Gregory, Roy Cannaday, Keith Boyce, John Santich, John Davis, Louis Milojevich, Oscar Pori.
Saxophone—Tommy Dodds, Ilo Loya, Lawrence Moss.
Trumpet and cornet—Dr. Doyle Joslin, Eddie



The Union Pacific Coal Company Band.

Remitz, Donald Mills, Thomas Hall, Sr., Harry Sellars, Gene Edwards, Bob Hitchcock, Antony Ferdani, Albert Oliver, Morton Joslin.

Horns—Anton Asiala, John Parkko, Leonard McTee, Frank M. Dye.

Trombones—John Kovach, Rudolph Carlson, Oliver Cundy, Jack Dickson, John Meals, Fred Kallas.

Baritone—Steve Orester, Glen Lauder.

Basses—Thomas Plemel, Frank Plemel, Tauno Ruotsala, Fred Sellars.

Drums—Ole Anselmi, Kaino Loya, Jack Facinelli, Harold Bean.

The money raised by the concert-dance will be applied on the purchase of new instruments to replace some of those which have seen long service.

Death of Mrs. Mary Clark

Mrs. Mary Clark, relict of D. A. Clark, an early-day employe of our company at Rock Springs, passed away after a long illness on March 17th. Since 1910 she had served as librarian in the local Carnegie Library. Her husband predeceased her in 1890.

Born in Cincinnati, Ohio, in 1849, she was schooled at St. Louis, Missouri, and Quincy, Illinois, and was a pianist of no mean ability. A co-founder of the Congregational Church here, always taking a leading part in its many activities, connected fraternally with numerous orders, hers was indeed a busy life.

Surviving are two daughters and one son (Harry D. Clark, former Store Manager here) besides several grandchildren and great grandchildren, to whom, in their time of bereavement, is extended the sympathy of the community.

Death of Frederick W. Sercombe

Mr. Frederick W. Sercombe, age 69, resident of Portland, passed away on March 15th following an appendectomy.

Mr. Sercombe was born at Taunton, England, August 23, 1869, married Miss Eloise Clark, October 18, 1899, and is survived by Mrs. Sercombe and two sons, Frederick M. and H. Dudley Sercombe and one grandchild; a brother and sister in Dorchester, England, Walter M. Sercombe and Mrs. C. W. Hayes.

Mr. Sercombe entered the service of the Union Pacific System in the General Auditor's office in

1898, advancing through the various grades, serving as special accountant in the executive offices of the Southern Pacific and Union Pacific at New York City, later made Assistant Controller of the Union Pacific at New York City. In 1917, Mr. Sercombe was appointed Assistant to the Director of the Division of Capital Expenditures, United States Railroad Administration, Washington, thereafter returning to the Union Pacific at Portland in the position of Auditor of the O. W. R. R. & N., which position he occupied until his retirement on Oct. 31, 1932.

Mr. Sercombe likewise served as Auditor of the Washington Union Coal Co. for a number of years becoming well known to many of the company's officials and employes.

Mr. Sercombe was a capable, kindly, gracious gentleman. He was former president of the Oregon Artists' Society and a member of the Oregon Philatelists Society. Mr. Sercombe's remains were interred in the presence of numerous sorrowing friends on March 17th.

Schools

Instructors Sign for U. W. Summer Schools

A LIST of outstanding American educators and state and government specialists who have signed contracts to serve as visiting professors for the 1938 University summer session was revealed today by authorities at the college of education.

The first term of the summer school will be from June 13 to July 20 and the second term from July 21 to August 26.

In addition to the visiting professors announced today guest lecturers will be added to the list later, officials said.

Those already signed for the summer school are: Wilfred Beardsley, A. Ph.D., professor and head of the Romance language department, Goucher college, Baltimore, Md.; Eugene N. Cameron, M.A., assistant in geology, Columbia university, Pauline Drollinger, M.S., state supervisor for home economics; William B. Featherstone, Ph.D., associate professor of education, Advanced School of Education, Columbia University.

Edwin R. Guthrie, Ph.D., professor of psychology, University of Washington, Seattle; Sam Hitchcock, M.S., state supervisor of agricultural education; Harry Kurz, Ph.D., head of the Romance language department, University of Nebraska; Alfred Larson, Ph.D., who has been doing research work in history in England the past year;

R. L. Markley, M.A., state commissioner of education; Ernest P. Marschall, M.A., state NYA director; Henry Neumann, Ph.D., leader of the Brooklyn, N. Y., Society for Ethical Culture; H. O. Pippin, B.A., president State Teachers' College, Dickson, N. D., and William Arthur Ross, M.S., specialist in subject matter in agricultural education and national advisor for the Future Farmers of America, Washington, D. C.

Dr. Larson served on the University faculty during 1936-37.

Superintendent of Schools at Superior, (A. L. Keeney) was recently given a two-year extension of contract, the entire staff also being given similar recognition. The schools at that point have an enrollment of 600 pupils and 28 teachers are employed.

Excavation was begun lately for a new High School and Gymnasium at Thermopolis, to cost $181,000.

Workmen started March 1st to pour concrete for the modern $100,000 Grade and Junior High School at Gillette.

ANNOYING

Aged Patient—I'm very much concerned. I've got into the habit of talking to myself.

Doctor—That's nothing. Many elderly people do. I do.

Patient—That's different! The trouble with me is that I'm such a confounded bore!

Student (examining his shirt cuff at exam.)—"Shucks! I've gone and put on my history shirt instead of the Latin one."

—AND HE HAD HOPED FOR A STREAMLINER

—From the Baltimore Sun

Of Interest to Women

Choice Recipes

CELERY-OYSTER STEW

One cup diced celery, 1½ cups water, ½ teaspoon salt, 1 pint small oysters, ¼ teaspoon paprika, 1 teaspoon minced parsley, 3 cups milk, ½ cup cream, 4 tablespoons butter.

Let the celery, water and salt simmer together for 20 minutes. Add oysters and cook four minutes. Add rest of ingredients which have been heated in a double boiler.

CHEESE-FRUIT SALAD

One cup diced pineapple, 1 cup diced peaches, ½ cup seeded white cherries, ½ cup salad dressing, ½ cup cottage cheese, ⅛ teaspoon salt, ⅛ teaspoon paprika.

Mix and chill fruits. Add one-third of the dressing. Serve on crisp lettuce. Sprinkle with cheese, salt and paprika. Add dressing.

APRICOT UPSIDE-DOWN CAKE

One and one-half cups flour, 3 teaspoons baking powder, ½ cup granulated sugar, 1 egg, ⅔ cup milk, ½ teaspoon vanilla, ½ teaspoon lemon extract, ⅛ teaspoon salt, 3 tablespoons fat, melted.

Mix and beat ingredients together.

One cup brown sugar, ½ cup butter, ⅓ cup apricot juice, 1 tablespoon lemon juice, 1½ cups cooked apricots.

Cook sugar and butter until well-blended in a frying pan. Add juices and top with apricots. Cover with batter and bake for 30 minutes in the frying pan.

BROILED PLATTER IS FILLING

Make French griddle cakes by dipping freshly-made toast into a batter and browning the toast on a hot greased griddle. Top with honey or maple sugar and butter.

For an unusually filling breakfast, try a broiled platter. Broil together link sausage, tomato slices and bananas—or ham slices, rice cakes and pineapple rings—or sweet potato cakes, apple rings and bacon strips.

SOUR CREAM WAFFLES

Two cups flour, 1 teaspoon baking powder, 1 teaspoon baking soda, ½ teaspoon salt, 2 tablespoons granulated sugar, ½ pint sour cream, ½ cup milk, 3 eggs.

Sift all dry ingredients together. Add the liquids, then the well-beaten eggs. Mix thoroughly and bake. Makes eight waffles.

JEWEL SANDWICHES

Cut day-old bread into very thin slices and shape into diamonds or disks; with a small cutter or sharp knife cut little holes in half the slices. Butter the bread and spread with cream cheese softened with sweet cream and nicely seasoned. Spread some of the slices with sifted hard-cooked egg yolk, others with chopped pistachio nuts, and others with quince jelly, then put on the top slices and the colors will peep through the openings like jewels.

The Pantry Shelf

To cook cocktail sausages first pierce each one with a fork so it will not burst when cooking. Put the sausages in a frying pan and cover them with hot water. Allow them to simmer 10 minutes, then drain and serve. Cocktail sausages also may be broiled for five minutes.

Mix up your fresh orange and grapefruit juice for a new, delectable dessert sauce this way: Boil together one cup orange juice, one-fourth cup grapefruit juice, one cup sugar and grated rind of half an orange for 10 minutes. Strain and serve hot or cold on ice cream.

Sweet omelets are general favorites. Add one tablespoonful of sugar to the regular omelet batter. When the omelet is cooked, cover it with fresh fruits or berries sprinkled with sugar. Serve it immediately—with syrup, honey or whipped cream. (Fruits may also be used as a filling if the omelet is served half turned over.)

The mayonnaise already made may be changed in flavor and texture by the cook who has imagination. A little lemon juice will make it more tasty for fruit salads, thinning a bit with pure olive oil will give it a richer flavor for meat and chicken salads, and thinning it with vinegar gives it a piquant flavor for cole slaw.

A toothsome method of cooking steak and onion is to slice steak in strips two and one-half inches wide and long enough to wrap around a piece of bacon and a tiny onion, then fasten all these together with toothpicks. Brown all over in a hot pan, add water and simmer until tender. Season with gravy and serve it with the meat. Decorate with parsley.

The layman is often years ahead of the scientific explanation. Lemon juice has been a daily ration in the British navy since 1795, because it prevented scurvy. Nobody knew why for over a century. Then came the discovery that lemon juice contains an essential vitamin.

The moral is this: Don't scoff too soon at old-fashioned ideas.

The occurrence of sinus disease appears to be inversely proportional to the intensity and prevalence of sunshine in any community.

Health is an elusive thing which is more likely to come to you when you are pursuing something else than it is to be captured by a direct attack.—"*Hygeia.*"

Women's Activities

MARY Garden, famous opera singer of yesteryear, has started on another career at the age of 60. Her work is finding young singers and developing them. She spent several months in New York, Paris and Corsica in searching for singing motion picture talent.

Miss Christine Maietta, 37 years old, a housewife of Sea Cliff, was the first woman juror to serve on a panel in Nassau county, New York state.

Shirley Temple, celebrated juvenile movie star, was recently appointed junior policewoman No. 1 of Los Angeles, Calif. She wears a gold half-sized badge.

Hanna Blackburn of New Waterford, Ohio, on her 100th birthday, suggested "wholesome exercise with plenty of fresh air" as the only explanation for her longevity.

Miss Emma Blanche Carey, British philanthropist who died recently in London, bequeathed a collection of 500 dolls "with a doll's house" to the dowager Queen Mary.

Mrs. Stella de Woskin, aged 34, of St. Louis, Mo., recently became a grandmother when her daughter, Mrs. Librach, gave birth to twins. She is 18, her husband is 17.

Mrs. Harold Jarvis, Lakewood, O., amateur photographer, has taken 1,030 snapshots of her son, now 3 years old.

After serving two terms as president of the Girl Scouts of America, Mrs. Herbert Hoover has been appointed honorary vice president.

Mary B. Greene, who pilots a freight and passenger boat on the Mississippi river, is one of the two licensed women navigators of large vessels on American inland waters. She is 68 years old and a grandmother.

Miss Priscilla Sousa, granddaughter of John Philip Sousa, recently led massed bands at a California exposition as they played "Stars and Stripes Forever," in honor of her grandfather.

Starting her 109th year, Mrs. Rachel Velotta of Cleveland, Ohio, walked six miles to visit her fifteen grandchildren, ate three hearty meals, blew out 108 candles on her birthday cake, and did a bit of sewing with a needle which she threaded without benefit of glasses.

Mrs. Margaret Campbell Goodman is believed to be the only woman deep-sea diver. She has had some interesting experiences in marine salvage and the locating of sunken treasure from an airplane.

Congress passed a special bill to pay Mrs. Ada Lewis for a $50 Liberty Loan bond which was scarcely recognizable. When Mrs. Lewis got the bond 17 years ago she hid it in a hen's nest.

Household Hints

To cut hard cooked eggs evenly use a silver knife frequently dipped in cold water. A steel knife may discolor the egg white.

Tart cake fillings are preferred for summer serving. A lemon or orange filling in baked sugar cookies makes a dainty tidbit to serve with chilled beverages.

Cut out heart-shaped biscuit or pie dough and use it to top creamed or escalloped mixtures. Bake until the hearts are brown.

Smear the outside of an aluminum kettle or pan with a little vaseline, and the soot which collects can be easily removed by warm soapy water.

When many basting threads have to be removed try a crochet-needle.

A small piece of butter dropped into the kettle will prevent rice sticking to the bottom.

Gladioli which have been stored for the winter in dry sand in which a little sulphur has been mixed will be immune from insect and fungoid pests.

Do not dampen clothes too far in advance for summer ironing. They mildew much more readily in warm weather than in winter. If the ironing has to be postponed, carefully shake out all damp articles to dry. They may easily be resprinkled.

When polishing brasswork attached to wall surfaces, there will be less risk of soiling the paint if an opening is cut in a piece of cardboard to surround the object to be polished. Then the polishing cloth will touch the cardboard and not the wall surface.

Basket Ball in Southwestern Wyoming

The evening of March 12th, in the commodious gym at the Green River High School was assembled a tremendous crowd of fans, fanatics and others interested in the final basket ball games of the Southwestern Wyoming district, Hanna team nosing out the Rock Springs highly successful players by 15 to 13.

The State Tournament will be held the last week of the month at Laramie, when Hanna, Rock Springs, Afton and Green River will be the contenders from this section.

A photo of the winning team (Hanna) is presented with this brief article with hearty congratulations from their many followers.

Left to right, standing:

Coach Radke, Henry Wakabayashi, Bill Russell, Jesse B. Owens, Jim Poulos, Geo. Cruickshank, Superintendent F. P. McCall.

Bottom row, left to right:

Bernard Lucas, Bob Norris, Bill Bullock, Roy Wakabayashi, Jack Tate.

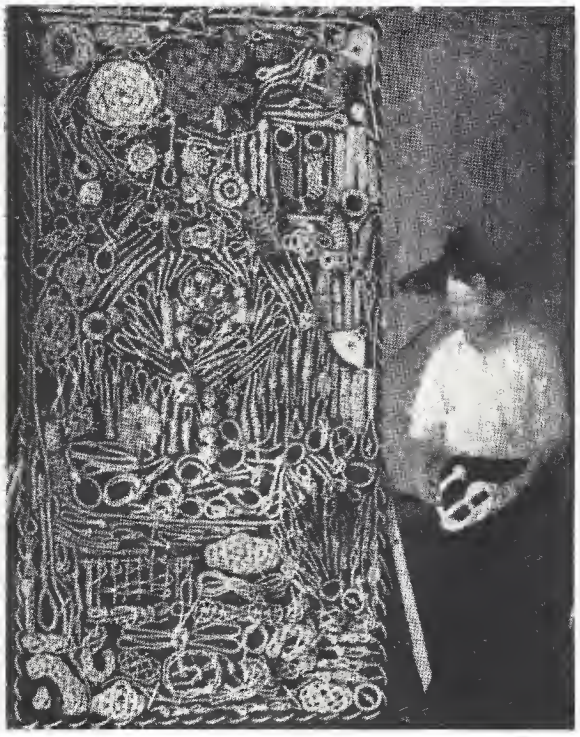
A piece of flannel, dampened with spirits of camphor, will frequently remove white spots from furniture caused by setting down hot dishes. Follow this by rubbing with a flannel cloth moistened with crude oil, then polish with a piece of soft silk. A drop or two of ammonia may be substituted for camphor.

Most of the older housewives have had one good experience with congealed grease and learned their lesson. Never pour hot grease down the drain pipe of the sink. As soon as it strikes the cold pipe it will congeal and stop it up. This is particularly true

(Please turn to Page 174)

Boy Scout Activities

THE subject of this brief article is a sailor, by name, James Coolen, of Portland, Maine, who, when not "on the rolling deep," looks after his part-time business of sail maker and rigger. "Jim" is not a Boy Scout, so far as may be learned, but, in the illustration accompanying, he shows approximately five hundred knots, most of them from manila rope, a few of them from wire; and further, the deponent sayeth that he can easily tie 800 different knots without duplication.



James Coolen with his knot board showing 500 different knots.

Some of his time while in the home port is occupied in making knot boards similar to that exhibited, these being disposed of to marine hardware firms who handle ropes of various types, "almost all of these knots are useful ones, which could be used under certain circumstances sooner or later on almost any long voyage of a sailing ship upon either the Atlantic or Pacific, many new ones having been picked up in his contacts with 'old salts' on both oceans."

We publish the story and cut, feeling it is one which will prove of interest to Boy Scouts and may-hap tend to increase their knowledge of knot-tying.

Dr. James E. West, Chief Scout Executive, is spending several weeks in the Hawaiian Islands.

The Boy Scouts of Iceland expect to hold a ten-day Jamboree beginning July 5th, in celebration of their 25th anniversary, the location Thingvillir, fifty kilometers from Reykjavik, the northernmost capital of Europe.

Sydney, Australia, from December 29th next to January 9, 1939, will be the scene of a Jamboree to celebrate the 150th birthday of that country. It is to be hoped that the Boy Scouts of the United States will send a delegation.

Two rural Scouts of New York recently won the coveted American Agriculturist Achievement Award medal—popularly known as the "4-A Award." Governor Lehman presented the medals to Eagle Scouts Lee Franklin Phillips of Troop 22, Newfane, and George W. Harper of Troop 49, Peru.

The records of the two boys show the influence of the rural scouting program. Phillips became a Scout six and a half years ago, served his troop as assistant patrol leader, patrol leader, scribe, senior patrol leader, junior assistant scoutmaster and assistant scoutmaster. He won the Bronze Palm for earning five merit badges after he had become an Eagle Scout, a rank which requires the passing of twenty-one merit badges.

At home his chores include mowing a two-and-a-half acre lawn, tending a garden of rose and lilac bushes, making beds and washing dishes. His father has 114 acres, of which sixty-five are planted with fruit trees.

Scout Harper has been active in scouting for four years. He too served his troop in leadership capacities and is now an assistant scoutmaster.

His application for the 4-A Award showed that he managed a 347-acre farm while his father was busy selling farm machinery. "We have seventeen head of cattle and a forty-acre orchard," he wrote. "Last year we had sixteen acres of potatoes, eighteen acres of grain and five acres of corn. We do not own any horses, but do all the work with a new rubber-tired tractor. I have complete charge and attend to all the details from planning the crop rotation to harvesting and selling. I also do trucking when not too busy on the farm."—*N. Y. Times.*

Scouting in Troop 88

A PHOTOGRAPHY club was formed by Troop 88 on Friday, March 4th. The purpose of the Club will be to take better snapshots, as well as to learn the art of developing and printing. At the present time, the club has already developed and printed some three rolls of films, all of which were taken on Troop hikes.

Photography is not the only Troop diversion or project, for on Wednesday, March 2nd, one would have found interested Scouts training for First Aid under the instruction of Mr. Ernest Anselmi. The members of the Troop First Aid Team are determined to win the Annual First Aid Contest in June this year.

From the number of Troop projects, an onlooker might be led to think that Scout advancement is taking a back seat. Such is not the case, for already the Troop has about fifteen Scouts who are almost ready for the Second-Class Board of Review.

Turning over another page in the Troop Log, we find that a long hike was held Sunday, February 26th. The Scouts hiked with packs on their backs to a fine camping spot about five miles out of town. Each Scout made or cooked his own dinner—not only cooked it, but ate it as well, without feeling any ill effects. After dinner the Scouts played "kick the can" until about 5:30 o'clock, and soon after that the hikers set out for home.

Looking at the last scribblings in the Log, we find a few notes on Troop meetings. At this particular meeting the Troop was honored by a special guest, Dr. T. H. Roe, who spoke to the Scouts about the spirit of Scouting and the meaning of the Scout Oath and Law. Dr. Roe also spoke in general of the many interesting things in nature.

Boy Scouts of Troop 88

The pictures shown herewith were taken by Boy Scouts of Troop 88 and developed and printed by them. The boys are all sons of Union Pacific Coal Company employes living in No. 4 District, Rock Springs.

1. Three boys on exploration.
2. Melaine Pryich—"on the rocks."
3. Ledo Shiamanna—toasting a marshmallow.
4. Boys on their hike in February.
5. Harrison Krichbaum "kicking the can."
6. Hikers—Southwest of Rock Springs.
7. Philip Percich—signalling.

Our Little Folks

Stubbed His Toe

Did ye ever pass a youngster 'et had gone an' stubbed his toe;
An' was cryin' by th' roadside sort o' lonesome like an' slow,
A-holdin' of his dusty foot, all hard an' brown an' bare,
An' tryin' to keep fr'm his eyes th' tears that's gatherin' there?
Ye hear him sort o' sobbin' like an' snuffin' of his nose,
Ye stop an' pat him on th' head an' some way try t' ease his woes,
Ye treat him sort o' kind like, an' th' fust thing that y' know
He's up an' off an' smilin'—clean forgot he stubbed his toe.

'Long th' road o' human life ye see a fellow travelin' slow,
An' like as not ye'll find he's some poor chap that's stubbed his toe.
He was makin' swimmin' headway, but he bumped into a stone,
An' his friends kep' hurryin' onward an' they left him there alone.
He ain't sobbin' er ain't sniffin'—he's too old for tears an' cries,
But he's grievin' jest as earnest, ef it only comes in sighs;
An' it does a heap o' good sometimes, to go a little slow,
To say a word o' comfort to th' man that's stubbed his toe.

Ye're never sure yerself, an' th' ain't no earthly way t' know
Jes' when it's goin' t' come yer time t' trip an' stub yer toe;
To-day ye're smilin', happy in th' bright sun's heat an' glow,
Tomorrow ye're a-shiverin' as ye're trudgin' through the snow.
Jest when ye think ye got th' world th' fastest in yer grip
Is th' very time, ye'll find, 'et ye're th' likeliest t' slip;
'N' it's mighty comfortin' t' have some fellow stop, I know,
An' speak t' ye an' kind o' help ye when ye've stubbed yer toe.

—*James W. Foley.*

The Quintuplets

The Dionne quintuplets continue to be one of the big attractions. They will be four years old May 28, 1938. No babies have ever been such an outstanding attraction. They are the magnet which draws hundreds of thousands of tourists to their home and hospital at Callander, Ontario. They make two appearances daily. July, 1937, was one of the big months. The quints were given the once over in that month by 119,700. In August the number jumped to 138,660. By the close of last year their fortune was given at $861,148. It is predicted it will reach a million dollars within the next year and a half and possibly this year.

	Height
Yvonne	34 inches
Annette	34½ inches
Cecile	34½ inches
Emile	34¼ inches
Marie	34¼ inches

The combined weight of the quintuplets at birth was 10.3½ pounds and today it is 151½ pounds. They've been growing.

The income of the "big five" is divided as follows: $573,765.05 from moving pictures, advertising, and industrial contract; accounts receivable, $287,383.34. The expenditures have been $95,996.31, of which the great Dr. Dafoe received the comparatively small amount of $4,597.17 for services since 1935.

One formula for finding out how long one should live is: Add the lives of your parents and four grandparents, divide the total by 6 and for every 5 years that exceeds 60, add a year; the result is the approximate length of your life.

"Lady, if you will give us a nickle my little brother'll imitate a hen."

"You mean he can cackle like a hen?" asked the lady.

"Naw," replied the boy in disgust. "He wouldn't do a cheap imitation like that, he'll eat a woim."

HO-HUM LAND

My friend, have you heard of the town of Yawn
On the bank of the River Slow,
Where blooms the waitawhile flower fair
And the soft go-easies grow?
It lies in the valley of What's-the-use,
In the province of Leterslide.
That tired feeling is native there,
It's the home of the listless "I don't care,"
Where the putitoffs abide.

Tramp—"Could you spare me something for a cup of coffee?"

Robbie—"Hoots, mon! D'e think I carry lumps o' sugar around in my pockets?"

WEIGHING A TURKEY

"Tom, how much does a twelve-pound turkey weigh?"

"I dunno."

"Well, what time does the nine o'clock train leave?"

"Nine o'clock."

"That's right. Now how much does a twelve-pound turkey weigh?"

"Oh! Now I understand—nine pounds."

Household Hints

(Continued from Page 170)

of lamb fat, which will congeal into a hard, immovable mass.

Leftover rice or macaroni mixed with cooked meat makes a good filling for green peppers or tomatoes. The latter need to be cooked only twenty minutes in a moderate oven.

MOTHER WANTS TO KNOW

Rush was a sweet girl. She was reading a book that gave the meaning of names. Her mother was watching her, and thinking of all the young men who were attracted to her.

"Mother," said Ruth, "it says Philip means lover of horses, and James means beloved. Mother, what does George mean, I wonder?"

"I hope, my dear," said her mother, "that George means business."

HORSE-TRADING

A horse-owner was trying to sell a broken-winded horse, and was trotting him around for inspection. The owner stroked the horse's back and remarked to the prospective buyer: "Hasn't he got a lovely coat?"

The other noticed that the horse was touched in the wind and answered, "I like his coat. all right, but I don't like his pants."

An old lady was showing her new parrot to her gardener.

"Do you know, John, this parrot comes from the Congo, and is so intelligent that he seems almost human. He whistles 'Home, Sweet Home' so beautifully that the tears run down his beak."

"Yes, mum," commented John sympathetically. "I used to own one that whistled 'The Village Blacksmith' so feelingly that sparks flew from his tail!"

During the war one of our transports was on her way across loaded with a cargo of colored troops from south of the Mason and Dixon line. Suddenly a submarine was sighted and all on board were issued life preservers and lined up on deck. There was a deadly hush for an instant. Then. from far down the line came a voice:

"Is dey anybody heah what wants to buy a gold watch cheap?"

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News About All of Us

Rock Springs

Joseph Iredale, of Salt Lake City, Utah. visited relatives here and also at Laramie.

John Freeman was called to Park City, Utah, by the death of a relative.

The Robert Barbero family visited friends at Dines.

Louis Pastor was confined to his home for a week with an attack of flu.

Thomas H. Butler, Jr., of Salt Lake City, Utah, is visiting here with his parents, Mr. and Mrs. Thomas H. Butler, Sr.

Mrs. Carl Carlson, of the Barracks, was called to McPherson, Kansas, by the death of her aunt, Mrs. Carl Engborg.

Mrs. Dave Abraham is visiting with relatives in Denver, Colorado.

Mrs. James Pryde was a surgical patient at the Wyoming General Hospital.

Clarence Cregger has returned to work after a month's illness.

The Ed Hoye family visited friends in Kemmerer.

Mr. and Mrs. Normal Durnil are receiving congratulations on the arrival of a son, born Monday, February 28th.

James Sawtell, Jr., is recovering from injuries received in an automobile accident near Reliance, Wednesday, March 9th.

Mrs. Chester McTee entertained several children at a birthday party given in honor of her son, Robert's fifth birthday.

Mr. and Mrs. Dave Kinniburg visited with relatives in Reliance.

Mrs. Valentine Pichnik had her hands severely burned with gasoline at her home on East Flat.

Roy Case is confined to his home with illness.

Mr. and Mrs. Bryant Wilde are building a new home in the Pryde Addition.

Miss Sylvia Mann, of Hanna, visited here with her parents, Mr. and Mrs. J. R. Mann.

Mrs. Arthur Clegg is a medical patient at the Wyoming General Hospital.

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PHONE 109 ROCK SPRINGS

Mr. and Mrs. Charles Travis are the proud parents of a baby son born Friday, March 4th.

The Dave Piaia family visited with relatives at Dines.

Dwight Jones was a business visitor in Kemmerer.

Reliance

Mr. Edward Vlooack has been on the sick list.

Mrs. John Martin is a patient in the Wyoming General Hospital.

The Relief Society members held a party February 12th celebrating their anniversary. A musical program, games and dancing during the evening were enjoyed and a lovely luncheon was served by the members of the Society, each inviting a couple. Mrs. J. Herd, of Winton, played for the dance.

Henry Borzago has been on the sick list.

Mr. and Mrs. Carl Walters and Mr. Reece Phillips visited in Greystone, Colorado, recently.

Mr. and Mrs. James Painter, of Dines, visited several times during the month at the James Kelley home.

Mrs. Johnny Bastalich entertained the members of her Sewing Club. A lovely luncheon was served after the sewing was laid aside. Mrs. Mike Korogi is to entertain next.

Mrs. Roy Cannaday has been on the sick list.

Miss Georgia Simerl, of Rock Springs, visited at the Thomas Stewart home.

Mr. John Borzago is on the sick list.

Several Reliance people motored to Green River to take in the basket-ball tournament and enjoy the dance Saturday evening, February 12th.

Miss Agnes Kelley, of Rock Springs, visited recently at the J. Kelley and Wm. Sellers homes.

Mrs. Margaret Rafferty has returned to her home here after spending several months in Rock Springs.

Superior

Mrs. Herman Menghini has returned from the Mayo Brothers' clinic at Rochester, Minnesota, where she has been for consultation.

Mr. and Mrs. Thos. Miller visited friends and relatives in Winton recently.

Mrs. Mary McLeod has returned to her home in Superior after having spent several weeks visiting friends and relatives in Salt Lake City.

Mr. and Mrs. A. C. Moore and daughter (Beverly) of Broomfield, Colorado, visited during the month at the home of Mrs. Moore's mother, Mrs. L. Moore.

M. A. Hansen was taken to the Wyoming General Hospital, where he underwent a major operation. His many friends will be pleased to learn that he is very much improved, and will soon be able to return home.

Vance T. Ahlstrom and Miss Marjorie Mae Hudson were married February 14, 1938, at the Methodist Church in Rock Springs. Their many friends extend congratulations.

Mrs. L. E. Harris is visiting relatives in California.

Mrs. Wm. King has returned from Kemmerer, where she has been visiting her sister, Mrs. Joe Kochevar.

Mrs. Isabel Homan died at the Wyoming General Hospital in Rock Springs on Monday, February 21st. The body was taken to Diamondville, Wyoming, for interment.

Mrs. Joseph Weeks is visiting in Rock Springs with her mother.

Mrs. A. Franck was taken to the Wyoming General Hospital Saturday morning, March 5th. Her many friends wish her a rapid recovery.

Miss Margaret States and Mr. Hyrum Blacker spent a week-end in Laramie, visiting with Miss States's parents.

Mrs. John Milliken returned to Hanna after a short visit with friends and relatives in Superior.

Winton

Mrs. James Christensen and Miss Anne Tomich spent a week-end in Denver, Colorado. While there they attended the wedding of Mrs. Christensen's daughter Miss Helen Christensen, to Hans R. Robinson, of Denver, Colorado.

John Brimley is spending a month visiting with his parents in Indiana.

A benefit dance was given in the amusement hall for the Winton Ball Team on March 4th, which was well attended. The Brownie Girl Scout Troop served lunch at the Community Hall on the same evening and they appreciate the generous patronage.

Mrs. James Henderson and children and Mrs. George Herd, Jr., have returned from Salt Lake City, Utah, where they attended the funeral of Mrs. Henderson's grandfather.

Mrs. K. Branchaud, of Chicago, was a business visitor in Winton for a few days.

Mr. and Mrs. Blaine Blumquist, of Lyman, visited at the home of Mr. and Mrs. Thos. Dodds.

Miss Edith Longwith and Miss Margaret Duncan motored to Evanston, Wyoming, on March 12th. Miss Bella Johnson accompanied them home.

William Daniels has recovered from a severe attack of the flu which confined him to the Hospital in Rock Springs for a short period.

Mrs. Glenn Sprowell entertained at a bridge luncheon in honor of her mother, Mrs. Richard Gibbs, the occasion being her birthday. Prizes were won by Mrs. Andrew Spence, Mrs. R. T. Wilson and Mrs. William Spence. A large number of out-of-town guests were present.

The Altar Society was entertained at the home of Mrs. Robt. Dodds on March 15th.

Mr. Gerald Neal and daughter, Evelyn, were called to Denver by the death of Mr. Neal's mother. Mrs. Gerald Neal was already in Denver, having spent the last two

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weeks there.

William Raite, Edward Morgan and Dr. Ebinger, of Hanna, were Winton visitors on March 13th, having journeyed to Green River to see the Hanna basket-ball team win the district tournament.

Mr. and Mrs. Andrew Spence and Mr. and Mrs. James Gilday visited at the Zimmerman home in Superior.

Hanna

Mr. and Mrs. Jas. McArdle were visitors in Rock Springs, where they attended the wedding of Bud Ahlstrom.

A sub-district conference was conducted in the Methodist Church on February 20th with Rev. Roy O. Hills of Casper, presiding. There were services in the church at 3:00 P. M. and at 7:30 P. M., with a dinner served at the Community Hall at 6 o'clock. Visitors came from Medicine Bow, Elk Mountain and Rawlins. Visiting pastors were Rev. Anspaugh, of Rawlins, and Rev. Absher, of Lander.

The Knights of Pythias and Pythian Sisters entertained at a children's party at the Community Hall on February 25th.

Rev. and Mrs. Absher, of Lander, were guests of the Ainsworths for a few days.

The wedding of Miss Betty Crank and Wilho Aho was solemnized at St. Mark's Episcopal Church February 27th at 7:30 P. M. The ring ceremony was read by Rev. H. M. Kellam. The bridal party approached the altar to the strains of Lohengrin played by Mrs John Lee. The bride entered on the arm of her father, Mr. Geo. Crank, wearing pink crepe with a white veil and silver slippers, and carrying red roses and lilies of the valley. Miss Evelyn Brindley, maid of honor, also wore pink crepe. John Klemola was the groom's best man. Mrs. Aho is the daughter of Mr. and Mrs. Geo. Crank, of Hanna, and is a graduate of the Hanna High School. Mr. Aho is the son of Mr. and Mrs. Albert Aho, of Elmo, also a graduate of the Hanna High School, and of the University of Wyoming, now employed in the assessor's office at Rawlins, where the couple will make their home.

A dance was given in the Finn Hall by the American Legion on Washington's birthday, which was very well attended.

The Knights of Pythias Lodge celebrated their 74th anniversary by a dinner-dance at the Finn Hall on March 5th, supplemented with a varied program.

Miss Virginia Wilkes, who has been employed in Salt Lake, returned home to spend a few weeks with her parents, Mr. and Mrs. Geo. Wilkes. She was accompanied by the Misses Ruth and Gretta Thornington, of Salt Lake.

Dr. and Mrs. R. M. Leake are spending a two-weeks vavation in Los Angeles and San Francisco, California.

Mrs. Agnes Straley is visiting here with her sister, Mrs. O. C. Buehler.

Mrs. O. C. Buehler and Mrs. Ainsworth entertained at Auction Bridge Dessert at the Community Hall on March 17th.

Mrs. Alfred Hapgood spent a few days in Salt Lake City, where she took her son, Harold, to a specialist for examination.

Lenten services are being conducted at St. Marks Episcopal Church by Rev. H. M. Kellam.

The Office Broom

The American Museum of Natural History Journal for March carries an article by Dr. Barnum Brown covering the several months' search in this locality for dinosaur fossils by himself and associates during the last summer. It has a wealth of illustrations depicting how the mammoth specimens were located and extracted from the coal seams, etc., and makes very interesting reading for those interested in prehistoric matters.

Word comes from Southern California that General Master Mechanic James V. Macdonald is improving, and is able to sit up at periods each day.

Dr. B. V. McDermott, for many years past Company Surgeon at Superior, expects shortly to remove to Colorado. Dr. R. H. Sanders (at one time occupying the same position) will return to Superior and succeed Dr. McDermott.

The latest recruit for equitation honors is no less than our "Dan" Potter, he having recently visited the Eden Valley country and become the proud possessor of a saddle horse.

A welcome visitor to the General Offices during March was Mr. James Brown, of the Tax Department, Omaha.

David G. Jones, a former early-day foreman at the Company mines here, on March 8th passed his 78th natal day, and his 55th year of membership in the Odd Fellows order. He was honored at one of their late sessions with a fine birthday gift.

K. L. Marshall, for many years an engineer of the Bureau of Mines at Denver and Salt Lake, then a frequent visitor to this district, is now an Inspector for the Cia. Carbonifera de Sabinas at Rosita, Coahuila, Mexico.

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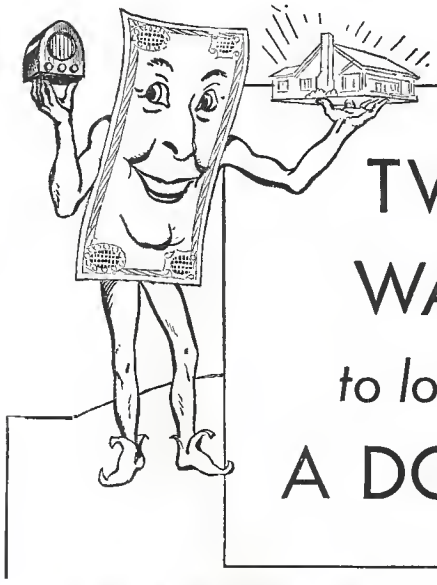

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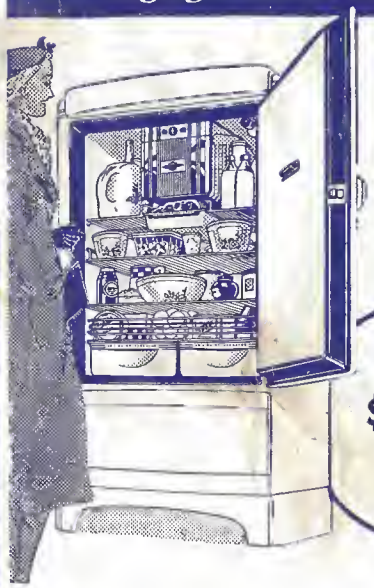

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